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ROLL OF HONOUR.
IN MEMORIAM.

CARDEN—In loving memory of our youngest son, Harold Carden, 24th London Regiment, killed in action, near Gaza, November 7th, 1917, aged 20. "For King and country."

HACKETT—In proud, loving, and grateful memory of Lieutenant Robert T. Hackett, Royal Dublin Fusiliers, who fell at Suvla Bay, Gallipoli, December 2, 1915, aged 19, youngest and dearly-loved son of Rev. Dr. and Mrs. Hackett, St. Peter's Vicarage, Hampstead, and grandson of Rev. John Winthrop Hackett, Crinkeu, Bray. "He died that we might live."

McCONAGIL—In loving memory of my dear husband, Lieutenant Quartermaster C. J. McConagil, 8th Battalion York and Lanc., who was killed in Italy, on 5th November, 1918.

I miss thee at a thousand turns
Along life's weary way;
Yearn for thy true and gentle heart,
Long for thy bright smile to see.
Those left to me are very dear,
Yet none replaces thee.

Inserted by his loving wife and children, 65a Rathmines rd.

ROBERTS—In very proud and ever-loving memory of our darling Willie, dearly-loved and only son of George and Maria Roberts, who was killed in action November 7th, 1918. "Who, through duty's path, reached a life beyond the life he lost, and to whom death was but promotion." Never forgotten by mother, dad, and Lillie.

WALSHE—In loving memory of Captain Harry Cormac Walshe, R.F.A., B.A., T.C.D., wounded at Langemarck, October 29th, died at Clearing Station, Ypres, November 7th, 1917, aged 27; Captain E. Cormac Walshe, 2nd Leinsters, B.A., T.C.D., wounded in Armentieres, died at Casino, Boulogne, November 8th, 1914, aged 22, dearly-loved sons of E. Cormac Walshe, D.L., Castle Hill, Ballina.

BIRTHS.

BROOKS—October 29, 1919, at 4 Upper Pembroke st., to Mr. and Mrs. J. Brooks, Seaforth, Bakrock, a son.

DURHAM—October 25, 1919, at Liverpool, the wife of Thomas Durham, of a daughter.

FINDLAY—November 6, 1919, at Adara, Newbridge, the wife of Major C. B. Findlay, M.C., R.H.A., a son.

Fitz-GERALD—November 3, 1919, at Grange-gorman, the wife of Major C. B. Fitz-Gerald, R.M.S., a son.

MARSHALL—October 27, 1919, at Beverley, Quarry Nook rd., Bolton, the wife of Dr. J. H. Marshall, a son.

MONAGHAN—October 31, 1919, at Eldorado, Ballintemple, Cork, to Mr. and Mrs. T. J. Monaghan, a son.

MURRAY—November 2, 1919, at River st., Ballinasloe, the wife of W. Harold Murray, B.A.I., R.A.I., of twin sons.

O'KELLY—October 31, 1919, at 5 Mount st. Crescent, to Dr. and Mrs. W. D. O'Kelly, 26 Upper Mount st., Dublin, a son.

ROGERS—November 2, 1919, at 58 Donore av., to Mr. and Mrs. G. W. Rogers, a son.

MARRIAGES.

FORSYTH and STUART—November 4, 1919, at St. Mary's Church, New Ross, by Canon Gibson, M.A., Charles Stuart, second son of Mr. and Mrs. Forsyth, Ivanch House, Stranorlar, Donegal, to Caroline Teresa, second daughter of Mr. and Mrs. Y. G. Stuart, The Ferry, New Ross.

GRIFFITH and GRIFFITH—October 29, 1919, at St. Andrew's Church, Netherton, by Rev. Canon Jarratt, David, elder son of the late John Griffith, and Mrs. Griffith, Tomkinroad House, Belfairbet, to Gertie Bevan, only daughter of the late Robert Griffith, M.D., Netherton, and Mrs. Griffith, The Grange, Woodenton, and Knappa House, Shercock.

HILL and HOY—November 1, 1919, at Strabane Presbyterian Church, by the Rev. E. Clarke, M.A., lieutenant-Colonel James Rowland Hill, R.A.M.C., son of Jamesbrook, Strabane, to Mabel, daughter of William Hoy, Ulster Bank House, Strabane.

LLEWELLYN and SEDDALL—October 30, 1919, at Athlone, by the Rev. J. J. Goodwin, C.C., administrator, Donald E. Llewellyn, Lieutenant, R.F.A., youngest son of the late James R. Llewellyn, and Mrs. Llewellyn, of Poole, Dorset, to Ina Louise, second daughter of Edward Seddall (late R.I.C.), and of Mrs. Seddall, Athlone.

SILVER WEDDING.

WRIGHT and WORTHINGTON—November 7,1894, at Christ Church, Claughton, Cheshire, by the Rev. Canon H. H. Wright, D.D., Ph.D. (father of the bridegroom), assisted by the Rev. H. B. Worthington, M.A. (brother of the bride), and the Rev. Owen Robson, Vicar of the Parish, the Rev. Ernest Sanderson Wright, M.A., Vicar of St. John's Hall (now Vicar of All Saints', Clapham Park, London, S.W.), to Agnes, daughter of Joseph Hall Worthington, Esquire, J.P., D.L., of Orton, Ormskirk.

DEATHS.

FITZGERALD—November 5, 1919, from heart failure, following rheumatic fever, Madge Fitzgerald, deeply mourned by her sorrowing parents and sister.

There is a link death cannot sever,
Love and remembrance last for ever."

FORSAYETH—October 30, 1919, at his residence, Whitechurch House, Cappagh, Co. Waterford, R. North Forsayeth, Lieutenant-Colonel, A.M.S. Deeply regretted.

HUGGARD—November 6, 1919, at his residence, Tinakeel, Ardee, Thomas Huggard, ex-R.I.C., aged 70 years, dearly-loved husband of Ellen Huggard. "He will be done."

LONGFIELD—November 6, 1919, at No. 5 Herbert st., Dublin, Mary, widow of the Rev. George Longfield, Fellow of Trinity College, Dublin. Funeral private.

PEET—November 3, 1919, at her residence, Sandhurst, Burnham, Somerset, Elizabeth Victoria, wife of the late Edward George Peet, of Pelatstown House, Tramore, Co. Waterford, in her 82nd year.

THOMPSON—November 6, 1919, at "Bellevue," Merrion rd., Nellie, third and dearly-beloved daughter of Charles and Jane Thompson, aged 17 years. Mass, 9 o'clock, to-morrow (Saturday) morning, Westland Row Chapel. Funeral private.

ACKNOWLEDGMENTS.

Mrs. George L. Battersby desires to return sincere thanks to all those friends who sent wreaths and had messages of sympathy in her recent bereavement. She hopes they will accept this acknowledgment, as it would be impossible for her to reply individually.

Mrs. Caldwell, Ross's Hotel, Kingstown, desires to return her sincere thanks to the many kind friends who sympathised with her in the death of her sister, Mrs. O'Sullivan, and trusts they will accept this acknowledgment, as it would be impossible to reply individually.

Mr. and Mrs. B. Smyth and Mr. J. O'Leary, 38 Lower Camden st., Dublin, wish to return their sincere thanks to the many kind friends and sympathisers who sent telegrams and letters of sympathy in their recent bereavement, and trust they will accept this acknowledgment, as it would be impossible to reply individually.

IN MEMORIAM.

ARMSTRONG—In loving memory of Samuel James Armstrong, Castle rd., Dundalk, who died 7th November, 1918. "Until the day breaks."

BARNES—First Anniversary—In sad and loving memory of Sarah, only brother of Joseph Barnes, Principal St. Andrew's National School, Rialto, who died suddenly at Warrington, 7th November, 1918. An affectionate brother and chum.

FOX—In memory of my dear husband, James Fox, late of the Bank of Ireland, who fell asleep, resting in Jesus, November 7, 1917. Not forgotten.

GRAHAM—In loving memory of John Henry Carey Graham, died on the 7th November, 1907. Not gone from memory, not gone from love,
But gone to his Father's home above.

HEATLEY—In loving memory of George Henry, Civil servant, son of George Abraham Heatley, of Bray, who entered into rest November 7th, 1918. Beloved by all who knew him.

HUGHES—First Anniversary—In loving memory of my dear father, John Hughes, 131 S.C.R., who died 7th November, 1918. May he rest in peace. Inserted by his loving daughter, Margaret King.

KENNELLY—First Anniversary—In loving memory of our dearly-loved nephew (Alex), called home November 7th, 1918. "Safe in the arms of Jesus"—Annie.

KOGH—First Anniversary—In sad and loving memory of Dr. Stephen Keogh, Dundrum, Co. Tipperary, who died a martyr to duty, November 7th, 1918. "Sacred Heart of Jesus, have mercy on his soul. Masses offered at several churches to-day.

Ah! sorrow is still come o'er us,
Hidden tears do often flow,
Memory keeps our loved one near us,
Though he died one year ago.
There is a link death cannot sever,
Love and remembrance live for ever."
Inserted by his heartbroken wife and children.

SMITH—In memory of my dear husband, Edward, died the 7th November, 1918.
So lost to memory, so lost to love,
So much to his Father's home above.
Inserted by his loving wife and family.

ANNOUNCEMENTS received late for insertion in this Column will be found on Page 6.

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TULLAMORE—The "Irish Times," the "Weekly Irish Times," and the "Irish Field," can be had immediately after the arrival of the trains from Mr. M. F. Gorry, Harbour street.

GIRL CLERKS' PROSPECTS.—The position of the large number of girls dismissed from clerical work to make room for demobilised men is the subject of a special article in the *WEEKLY IRISH TIMES*. On Sale To-day. Price Three-halfpence.

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HINTS TO INVESTORS are given by the Conductor of the Financial Column of the *WEEKLY IRISH TIMES*. On Sale To-day. Price Three-halfpence.

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LOST AND FOUND.

BULLOCK lost near Kilcock on the 22nd October, cross cut on right hip. Information, Jos. McDermott, Summerhill, Dunboyne.

FOUND in Grafton st., on 23rd September, a Purse, containing sum of money. Give full particulars to H 264, this office.

FOUND last February, Cheque, payable to "Miss Maisie Martin." Apply H 347, this office.

FOUND, Rosary, November 4th, gold Cross attached. Owner may have same by applying to 11 Wellington quay.

LOST, Lady's Gold Watch, with gold bow, 16 Dublin, on last week; finder rewarded. Apply H 40, this office.

LOST, between Kingsbridge, Mary's Abbey, Suffolk st., Dame street, Queen's, Square Brood, Parnell and high streets, set in platinum; £1 reward.—H 172, this office.

LOST, Thursday, 6th November, between Palmerston road and Rathmines, Brown Leather Purse, containing sum of money; finder rewarded.—H 179, Irish Times Office, Rathmines.

LOST, from Kidd's Restaurant, Henry st., Dublin, Ladies' Gold Pendant (old fashioned) Watch attached, during the lunch hour on Wednesday. Reward Kidd's, Limited, Henry st., Dublin.

LOST, Monday, 3rd inst., Grey Fur Muff, possibly in Collen Green Post Office; liberal reward. Apply H 119, this office.

LOST, Monkstown, Lady's Umbrella, silver band, Lot initials; Reward 2 Trafalger terrace, Monkstown.

LOST, Black Purse, November 5th, inside Hoad, rail tickets, night inside; reward.—Goldcroft, 29 Wellington road.

£1 REWARD for return of Brown Fibre Case taken from Carriage of train Kingstown thurs on Friday.—Miss Blarney, 23 South Frederick st., Dublin.

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TOURING CAR, fully equipped with self-starter and electric light	£375	Plus Carriage.
ROADSTER	£365	,,
COUPE	£580	,,
SEDAN	£615	,,
ALSO THE MAGNIFICENT TON TRUCK	£595	,,

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IDEAL WINTER RESORT.
CLIMATE MILDER THAN BOURNEMOUTH.
THE GRAND HOTEL.
BEAUTIFULLY SITUATED.
EXCELLENT CUISINE AND WINES.
SPECIAL WINTER AND SPRING TERMS.

SITUATIONS CONTINUED.

ASSISTANT Superintendents—Wanted, a couple of energetic Men, capable of organising and controlling a large staff of inspectors. Apply, with full particulars of past records and employments, H 251, this office.

A SMART Man required, to call upon business men in Dublin; must know the city well and be able to obtain interviews; travelling experience not necessary; age not under 35; state previous occupation and when disengaged.—H 240, this office.

ASSISTANT Librarian Wanted for King's Inns Library; salary commencing at £150 per annum. Candidates to send their applications, stating age and qualifications, with copies of testimonials, on or before November 30th, to the Librarian, King's Inns Library, Dublin, from whom further information as to duties, etc., may be obtained.

BICYCLE Messenger—Wanted, strong Boy; well recommended. Apply 24 North Earl street.

BLOUSES and Underclothing—Wanted, smart young Lady, Southern city; state particulars and salary required.—H 1565, Lady," this office.

BOOKKEEPER Wanted, with knowledge of Typewriting and General Office Work. Apply, with references, etc., H. Milligan and Co., Drapers, Athlone.

BOY required, aged 15 to 16, for Apothecary Business; payment from start; good opportunity for advancement. Apply, with full particulars, H 335, this office.

CONFECTIONERY Bakehouse—Wanted at once, young Man, 18 to 20, as improver; must be steady and fond of work; good wages and constant job for suitable man.—H 191, this office.

CONFECTIONER—Experienced young Woman required for Bakehouse; good class trade; South; send copies references.—"Z 1409," Courtney's, this office.

DRESS Department—A clever Saleswoman, Charge; permanent position for right Lady; full experience and salary, indoor or out.—J. B. Anderson and Co., Omagh.

DRESSMAKING—Wanted, competent Bodicemakers; continuous employment year round.—H 304, this office.

DRESSES—Wanted immediately, smart Saleswoman, Apply, giving full particulars and salary required, R. W. Rice, Main st., Killaloe.

ELECTRICAL Engineers, Chandlery, outdoor; state salary expected and references.—P 1971, this office.

WOOLLENS and Readymades—Saleslman required; Protestant. Apply, stating experience and salary (indoor). P 1297, this office.

WANTED, Lady, Protestant, help house, garden, care for 6.—Mrs. Miller, Ardmona, Carrickmines, Dublin.

WANTED, Dublin suburbs, Protestant young Lady, small Drapery Sales. Apply, references and salary (outdoor). H 137, this office.

WANTED, Lady Cook for Model Cottage Hospital at country; salary £45; kitchenmaid kept.—"Z 1561, Cook," this office.

WANTED, young Woman to help with small cottage and with two young children; good home and wages. Write, full particulars, Weston, Kinnatalloon, Stillorgan, Co. Dublin.

WANTED, for Auctioneer's Office, Clerk, with general knowledge of bookkeeping, shorthand, typewriting, etc.; state experience and salary expected. Send reference James Mooney, Auctioneer.

WANTED, a first class Foreman, to superintend a Tailoring Business; Packing Room; state experience required.—H 255, this office.

WANTED, Lady Help, young, Protestant; cook-housework girl preferred; Dublin.—"Z 1423, Help," this office.

WANTED, a competent Man as Lodger Clerk for a large Office in Dublin; good experience necessary. Apply, stating qualifications and salary expected, to H 353, this office.

WANTED, is Wine and Spirit Merchant's, good Man as Bottler and Porter and Cellar Head Porter; good wages and constant job for suitable man.—H 71, this office.

WOULD reduced Lady (gentlewoman), Protestant, undertake the work of Housekeeper at Cook General's country house; good salary.—"Z 1405, Cork," this office.

WANTED, 17th November, Companion Help, to or two (or more; country, two people; servants kept; reference.—"Z 1411, Help," this office.

WANTED, respectable Woman, Housekeeper for farm house; family two; good home; Protestant preferred. —"Z 1413, Housekeeper," this office.

WELL educated young Lady Wanted for Sale of Fancy Goods; state experience (if any), age, religion, salary expected.—H 253, this office.

WANTED, 20 first class Cabinet Makers; highest wages paid.—R. and J. Dick, 5, 6, 7, 8, 9 Nassau st., Dublin.

WANTED, Useful Attendant for lady, slightly mental, Protestant; state salary.—H 231, this office.

YOUNG Women as Asylum Nurses; £40, board, uniform; no experience required.—H 321, this office.

LEGAL.

LAW Clerk discharged, highly efficient Assistant wanted; excellent testimonials.—H 307, this office.

WANTED, for Country Solicitor's Office, Male Assistant, with general knowledge of office routine and shorthand. State experience, salary expected, and send references.—"Z 1417, Assistant," this office.

WANTED immediately, for country Solicitor's Office, Shorthand Clerk; experience essential; state salary and send copies references.—"Z 1395, Legal," this office.

MEDICAL.

APPRENTICE wanted, Pharmaceutical, good provincial town in South Protestant, male; no fee.—"Z 958, Apprentice," this office.

WANTED, Assistant, Northern Pharmacy, counter and retail; short hours; no Sundays or night duty. Apply, with full particulars, to "Z 1380, Assistant," Irish Times Office, Cork.

MEDICAL CONTINUED.

ASSISTANT (unqualified), discharged ex-Army Officer, 26, wishes to enter Medical Profession; has passed Matriculation; highly recommended; excellent copies of letter.—H 317, this office.

HIGHLY educated, gentlemanly Protestant Youth as Apprentice in good Pharmacy.—Z 1273, this office.

IMPROVER, Dental, desires position, whole or part time; salary £1 per week.—H 268, this office.

PHARMACEUTICAL Chemist desires Locum; good all round experience; state terms.—Z 1348, Chemist," this office.

SITUATIONS WANTED.

ASSISTANT, Draughtsman, Designer, Engineering, Boiler Work, three evenings weekly.—H 262, this office.

BAKER, Plain, Fancy, Man, 13 years' experience in general trade, presently engaged, wishes a Change; can be highly recommended by present employer; or would start with small wages.—"Z 1404, Man," this office.

BOOKKEEPER, Cashier, Clerk, aged 30, seeks position in Country Draper's establishment.—Address—"Z 1259, Bookkeeper," this office.

CARPENTRY, Joinery, all classes of House Repairs and Alterations; first class workmanship.—Z 1824, this office.

CLERK wishes Evening Work three evenings weekly.—H 262, this office.

DRAPERY Assistant, Man, 13 years' experience in general trade, presently engaged, wishes a Change; can be highly recommended by present employer; or would start with small wages.—"Z 1404, Man," this office.

EDUCATED Lady wishes post in business; knowledge of Shorthand, Typewriting, and Bookkeeping.—H 337, this office.

EX-SOLDIER Required, 28 years exemplary character, good position; seven years' first class experience.—H 279, this office.

EXPERIENCED Man seeks Appointment; seven years' secretarial experience; also thorough knowledge of bookkeeping; highest testimonials; state salary.—H 212, this office.

EXPERIENCED Van Driver, laundry or others; high class testimonials; age 28.—Ford, 1a O'Neill's Buildings, Upper Rathmines.

EXPERIENCED Young Man, disengaged, desires position immediately in city; good recommendations; state salary.—H 345, this office.

FOREMAN, Painting and Grainer, desires position; wants work; Dublin or suburbs preferred.—H 279, this office.

FOREMAN, Dec

MOTOR MATTERS, BICYCLES, &c.

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WALLEN, TRINITY ST. GARAGE, DUBLIN, AGENTS FOR CALCOTT, HAMMOND, AND CUBITT CARS.

AT Woods', Westland Row—Ford Touring Cars, £320; Vans, £210, plus carriage. T

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FOR IMMEDIATE DELIVERY.

PERRY, late 1916 model, 4 seater, electric lights, hood, screen, wheels, Sankey wheels, first class order ... £500

STUDEBAKER 1918 model, complete pole, with self starter, electric light, Zenith carburetter, fine 6 seater Car, in perfect running order ... £400

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BUICK 1914 15/18 H.P., with Kurlish 2 Seater Body, dynamo lighting; in most excellent order; £210.

BUICK 15/18 H.P. 1915 2 SEATER, fully equipped, in good going order. £322.

CADILLAC 30/30 H.P. OPEN TOURING, in very nice condition. £355.

CADILLAC 1914 OPEN TOURING, self starter, dynamo lighting; a very fine Car; £515.

MERCEDES, 25/35 H.P., 1913, dynamo lighting, with Lancaster Sporting Body, in very good order; £490.

PANHARD, 14 H.P., with Rother Cabriolet Body; in very nice condition; £405.

SCAT, 22 H.P., self starter, Open, 4 seater; can be upholstered and painted to suit purchaser; a very fast Car; £475.

SCAT 15 H.P. OPEN TOURING, fully equipped; in good order throughout; £295.

CLEMENT Bayard Landaulette, suit luxurious taxi work; £325, or Exchange for Touring Car with cash adjustment.—Fitzgerald, 128 Stephen's Green. A

FIAT 15/20 Sale, Four Seater Durham Car, 14.9 H.P., red leather upholstery, in perfect order, owner driven, not used during the war; any examination.—" Z 1306, Durham," this office. F

FIVE Seater Touring Car, 22 h.p., Bosch magneto, in perfect order, £1850. Semi rear of Munster Ladies, Monkstown, between 10 and 12 and 2 and 4.30.

LANCIA 1916 4 Seater, engine as new, 27-30 h.p., lower design, excellent condition, five detachable wheels, electric lighting, various extras; trial.—Conlan's Garage, Lower Fitzwilliam st.

FOR Sale, Fiat Sedan 12 h.p. Siddeley Deasy, 1918, in perfect running order; fully driven; trial by appointment.—" Z 1351, Motor," this office.

FORD 1920 Sale, Touring Five Seater Tourer Car, 4 cylinder, perfect mechanical order, price £400.—Livingston, Causeway House, Lucan.

FORD Touring Car for Sale, detachable wheels, good condition.—Dawson's, Maynooth.

HILLMAN, 14 h.p., self starter, 4/5 Sale Agent, McTaggart, South King st. A

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NO other Motor Car in the Universe can vie with the fashion Sunbeam for value.—McTaggart, Sth. King st. A

TULLMAN 1916 Touring Car, self starter, dynamo lighting, new Lucas hood, speedometer, detachable rims and spare rim, full equipment, recently overhauled and painted; owner driven; seen by appointment.—Earl, Richardson's Horse Emporium, Ballsbridge, Dublin.

SUNBEAM Five Seater, 30, splendid running order; any trial; chain drive; price £200.—F 1992, this office.

TAXIS for Hire, Day and Night.—Barron, 3 Upper Camden st. 'Phone 2865. 26 18

CHAUFFEURS, MECHANICS.

WANTED.

CHAUFFEUR Wanted for Ford Delivery Van; state experience.—H 551, this office.

GROOM Chauffeur or Chauffeur for Ford car; married; must be able to do running repairs; plate sex, nurse in family; experience, wages and age; cottage with coals, &c.—Z 1258, Groom," this office. F

MOTOR Mechanic—Wanted a demobilised Man, if partly disabled quite suitable, thoroughly competent to overhaul and refit Gas and Petrol Engines; must be highly recommended. Apply R. Harrell, Ltd., Youghal.

DISENGAGED.

CHAUFFEUR, ex-M.T., 7 years' experience, all run-ning repairs; Protestant, married.—Z 1356, Chauffeur," this office. F

DOMESTICS CONTINUED (FROM PAGE 1.)

HOUSE Parlourmaid Wanted for County Limerick; must be good; no suitable person; state age, religion, wages expected, send copies discharges.—Z 1010, Maid," this office. 10 1

HOUSE Parlourmaid Wanted; must have house experience; R.C. Call 45 Earlsfort road, before 2 and after 5 o'clock.

HOUSEMAID Wanted for small Nursing Home. Call 7 Leinster road, Rathmines.

WANTED, House Parlourmaid, wages £16 per month; must be fair looker. Co. Wexford.—" Z 1365, Maid," this office. F

WANTED, House Parlourmaid, well recommended, by November 11th; state wages; send copies.—Dobbins, Dunlaoghaire, Dunleary.

WANTED, for Dublin, R.C., an experienced Parlourmaid who thoroughly understands her duties, and must be good waiter; carriage not essential; state age and wages.—Mrs. Barry, Ballinderry, Moate, Westmeath.

WANTED, settled Girl as House Parlourmaid, quiet country place, two in family.—Kelly, Kilcashion, Co. Dublin.

WANTED, House Parlourmaid; must have good references; wages £20.—Apply 10 Herbert st. F

WANTED, for first class hotel near Dublin good Housemaid; must be experienced; good wages; interview arranged. Apply Matron, Irish Times Advertiser. T

WANTED for Dublin, the second girl in November, good House Parlourmaid; wages £30; excellent opportunity of declining in the shops. F

WANTED, House Parlourmaid, for Catholic Irish family in London; three adults; must; interview in Dublin. Apply Mrs. Boone, 1 Beckeston square, Londonderry.

WANTED, end of November, experienced Parlourmaid, good House Housemaid, country; send copies references.—Z 1427, Parlourmaid," this office.

WANTED immediately, an experienced Parlourmaid; must be thoroughly accomplished, and have good references; good wages. Apply Miss Mitchell, Ballydrehid, Grange Con, Co. Wicklow.

WANTED, Upper and Second Housemaids, Kitchenmaids, Parlourmaids; must be well trained; good characters; Protestants; state wages, Ascaltharnes, Coolloney, Sligo.

WANTED, Under Housemaid; and experience, age, wages; trained country.—Mrs. Tyrrie, Tyrrie Park, Dunlavin, Co. Wicklow. A

NURSES WANTED.

A GENT FOR NURSES, MAIDS, and ATTENDANTS. Miss Bolington, York st., Dublin.

WANTED, Nurse Housemaid; must be well recommended; good reference; country; one boy 6 years.—Mrs. Eccles, Dunluce, Bray. Nurse.

WANTED, Nurse for boy of five or six; R.C.; good character.—Mrs. Macmillan, Mortlestown, Laytin, Kells.

WANTED, Nurse or Mother's Help, to mind child 4 years; must be good needlewoman; etc. Apply 10 Upper Leeson st.

WANTED, early, Nurse Housemaid or Mother's Help; one child 2½; one baby's light housework mornings; good wages.—R 344, this office.

WANTED, experienced Nurse, baby 10 months; must have highest recommendations; good wages. Apply immediately, Madrona, Irish Times Advertiser.

WANTED, nice country Girl, Nurse Housemaid or Maid Help, child 4 years; Protestant preferred; would train. Slight, with reference, state wages. Sinclair, Silverdale, Mackintown, Dublin.

YOUNG Nurse Housemaid required immediately. Apply Mrs. Hall, 6, 27 Upper Fitzwilliam st.

KITCHEN, LAUNDRY, ETC. WANTED.

MRS. Moore, Coolnaha, near Derry, requires a Laundress; 7 servants; 4 in family; wages £25 per year.

DOMESTICS DISENGAGED.

RESPECTABLE Woman wishes daily work; can be well recommended.—R 181, Irish Times Office, Rathmines.

USEFUL Maid, good dressmaker, highly recommended, seeks situation.—Z 1318, Maid," this office.

WORKING Housekeeper to single gentleman; 2 in house, entirely; good wages.—R 342, this office.

Housekeeper," this office.

WOMAN wants Daily Work; good laundress and scrubber.—106, Irish Times Office, Baggot street Bridge.

BOOKS AND DAIRYMAIDS DISENGAGED.

A Cook Housekeeper, Protestant, where kitchenmaid is kept; Dublin or suburbs; highest reference.—R 293, this office.

A GOOD Plain Cook disengaged; R.C.; well recommended.—K, Hornsby, Thurmont, Maryland, U.S.A.

COOK General; plain cooking; city, suburbs; satisfactory reply; recommended good young Cook; go temporary for three months from end of November.—Z 1, 3500, Cook," this office.

MRS. MacDonald, Beechwood, Killiney, wishes to recommend her Cook; wages £250; Dublin or suburbs.

GENERALS DISENGAGED.

GENERAL, experienced, reliable; long satisfactory discharge, disengaged, or would go House Parlourmaid.—H 309, this office.

GENERAL, good plain cook, small family; satisfactory; servant will recommended.—H 148, this office.

GENERAL; plain cooking; small family; suburbs; highly recommended.—R 165, this office.

GENERAL, well recommended.—Apply 48 North Circular road, Dublin.

YOUNG Country Girl desires training as General; wages £18.—H 155, this office.

HOUSE AND PARLOURMAIDS DISENGAGED.

AN experienced Head Housemaid requires place; R.C.; highly recommended.—96, Irish Times Office, Dorset st. Bridge.

EXPERIENCED Home Parlourmaid disengaged; city, good references.—P 1412, this office.

HOUSE Parlourmaid, highest references, disengaged 1st November; Pembroke district preferred.—L. Sullivan, 70 Richfield road.

PARLOURMAID and Housemaid with allowance to father or separate; would go to England.—" Z 1896, Maids," this office.

RESPECTABLE country Girl Waste situation, House-maid; Paris house; well recommended; Co. Dublin preferred.—Miss Bowles, 1670, this office.

THOROUGHLY experienced Parlourmaid disengaged; Protestant country; wages £30.—R.C. well up to table.—P 1408, this office.

YOUNG country Girl wishes to be trained Housemaid.—H 174, this office.

YOUNG House Parlourmaid; desires situation; satisfactory papers; city preferred.—H 150, this office.

DOMESTICS CONTINUED.

YOUNG country Girl desires training as Housemaid, gentleman's family; good references.—H 153, this office.

YOUNG Girl desires situation as Single Housemaid; highly recommended.—H 147, this office.

NURSES DISENGAGED.

AN experienced R.C. Infant's Nurse shortly disengaged; lady's first baby preferred; highly recommended.—Z 1355, this office.

LADY recommends trained Nurse or Nursery Governess; R.C.—Miss Cox, Wexford." Z 1365, Maid," this office.

NURSE disengaged, daily; North side city; Protestant.—Z 1425, Nurse," this office.

KITCHEN, LAUNDRY, ETC. DISENGAGED.

KITCHENMAID, young, R.C., not out before, seeks situation.—F 1765, this office. D

ARTICLES FOR SALE.

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ABUNDANCE Pure Sweets, including Butter Nuts, Nougat Bon Bons, Creamy Toffee, Sugar Sticks supplied everywhere; lists post free.—The Sweeteries, Toffee Works, 17 Capel st., Dublin.

ABOUT 8,000 good Secondhand bags, about 4cwt. to 5 cwt. size, price 1/- each; in lots of 50 or more, Dublin.—Thos. W. Ward, Ltd., 5-6 City quay, Dublin; telephone, 1570.

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CARLOEN'S Waterproof Capes, lined hoods, 14/9, 15/9, 16/9; Overcoats, Hats, Ladies' and Gents' Waterproof and Rainproof Coats, Cycling Capes, 10/9, 15/9 each; Leggings, 10/9.—The Athletic Store, 122 Stephen's Green, Dublin.

CHARLIGHTING Incense Received 75 p.c. by using Baker's original "Express" Compound; established 50 years; two months' supply 1/-, carriage 6d.—72 Summer lane, Birmingham.

CHARLIGHTED.—Insist on getting Shamrock; Irish manufacture; latest supplies now ready.—Dublin Manufacturing Company, Drumcondra. 'Phone 18.

CURE Legs for Sale, 40/- per log, f.o.r. Birr; special quotation large quantities.—Plunkett and Son, Birr Saw Mills. F

FOR Sale, King Edward's Fleet, Photograph of 166 ships, with names and descriptions.—R 0 177, Irish Times Office, Rathmines.

FOR immediate disposal, about 300 Dozen Secondhand Jam Jars. Apply " Z 1422, Jars," this office.

FOR Sale, 50 56 lb. Butter Boxes.—" Z 1454, Boxes," this office.

GLASS Tumblers, all kinds, Pints, ½ Pints, and Whiskies, at lowest prices. Send for quotations to Lords and Freeman, 84 Gordon st., Glasgow. 24 30

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LARGE Polished Oak Rolltop Desk, perfect, £32.—13 St. Andrew st.

MANGLES and Washing Machines and all Laundry Requisites; large stock; lowest prices.—The Dairy Engineering Co. of Ireland, Limited, 21 and 22 Bedford Walk, Dublin.

MILITARY Camp Kit and Tropical Outfit, suitable for Overseas Colonists: Drill, Sola, Nets, Helmet.—R 235, this office.

CONTINUED ON PAGE 10.

OUT-OF-WORK GIRL CLERKS THEIR PRESENT POSITION AND FUTURE PROSPECTS SEE THE STUDENTS' PAGE OF THE Weekly Irish Times TO-DAY. PRICE THREE HALFPENCE.

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KINGSTOWN AND "PROFITEERING" ACT.

The Kingstown Urban Council have decided to put the "Profiteering" Act in force.

Sir Thomas Robinson said that the most wicked "profiteering" was carried on by the Government, and by reason of it the unfortunate trader was brought within the meshes of Government tribunals.

According to a telegram from Fez, on a morning of November a harka of Sidirahs, numbering 1,500 rifles, made an attack on Cas, in the Cheurbans district. While the commander of the Sefron Forces laid his guns on the ridges of the neighbouring hills, two companies of Algerian Tirailleurs, with its 75's, supported by artillery in position at Tasouta, engaged and routed the enemy. The enemy's losses were heavy.

Books of the Week.

IRISH BOOKS AND IRISH PEOPLE.

There is a note of sadness in the introduction to these essays. "I cannot pretend to assess impartially the value of this movement (viz, the Gaelic League). It asserted itself in passionate deeds at a moment when many thousands of us Nationalists were taking equally vigorous action in pursuit of a less tribal ideal. . . . But the tribute to the work of the Gaelic League is that Ireland accepted them and rejected us." But it is written, *non omnis moriar*, and there will come a day when the dead captains and the living will, in the judgment of their fellow-countrymen, have deserved well of their country for deeds done in a far-flung battle line. In the world of literature Captain Gwynn earned the gratitude of the future Irish literary world when he, with Mr. Yeats, refused to bow to the orders of the League that Gaelic was to be omnipotent, and could not bear in future the rival English tongue near its throne.

Yet to have taken that stand must have been to Mr. Gwynn a wrench with ties that had taken a living hold. Read two of these essays, now published after many years—"The Shanachy" and "The Life of a Song"—and you will find what treasures he had found in that old well of Irish song, what primitive virtues of character in the people among whom still lingered the old traditional epics of Cuchulain and Finn. In another essay, written in 1907, on "Irish Education and Character," he finds the one fruitful source of Irish educational ideals in the Gaelic League as it then was. This last essay strikes a pessimistic note. He could not find in the Board of National Education any true sentiment of Ireland's real educational needs. The Queen's Colleges—the Irish Universities Act was only on the horizon at this date—were divorced from religion, which in Ireland is closely bound up with moral and mental training, and Trinity College he regarded as "becoming merely a cheap substitute for Oxford and Cambridge." His study of Trinity is interesting and true, but many of us will chafe at his just-quoted description of it, regarding it rather as a true alumnus of Irish evil—a traveller, perhaps, picking up impressions from many sources, but one and undivided with Ireland when any true test comes.

Equally interesting are the two essays which deal with a phase of Ireland that is rapidly passing—the life of the Irish gentry of some fifty years ago: the parting of the ways that loomed suddenly before them when tenant-right was becoming a crucial test. This leads Mr. Gwynn to a review of Colonel Moore's life of his father, "An Irish Gentleman." All the essays are reprints, and we are 'glad to have in particular the first two on "Novels of Irish Life" and "Irish Humour." The names of the authors whom Mr. Gwynn discusses at once spring to our lips—Miss Edgeworth, Carleton, Lever; it is pleasant to find that this author of our boyhood's affection has in Mr. Gwynn a doughty champion. There are others, too—the authoresses whose joint works are too well known to mention, and Miss Barlow. Our only regret is that these essays date back so far. We long for a dissection by Mr. Gwynn of the humour of George Birmingham.

"Irish Books and Irish People." By Stephen Gwynn. Dublin: The Talbot Press. 5/- net.

MEMORIES OF A MARINE.

Major-General Sir George Aston has written a book which it is a genuine pleasure to read. It gives the naval point of view from a new angle, for the author has served in the Marines. Books written by men who have served in this corps are rare, and this volume is full of vivid touches, describing life in the Navy in the far-off days before the war. It is good to note how well our land has been served by her sailors in days gone by. As Sir George Aston describes his early days at Greenwich, he gives us a pen-portrait of Sir Geoffrey Hornby. His travels up the Straits in the 'eighties are well described, and incidentally we have an account of the Sudan campaign. The Tokar campaign, the battles of El Teb and of Tamasi, once more come under our observation. The writings of Admiral Mahan turned Sir George Aston's thoughts to the serious side of his profession. It is amazing to note how powerful has been the influence of this great American historian. Now and then Sir George Aston indulges in comments—fair comments—on Prussia. He is, wrong, however, in thinking that the war scare of 1875 proceeded from the German General Staff—it came from Bismarck himself. In the volumes of Sir A. W. Ward and Mr. W. H. Dawson the action of Bismarck in 1875 is laid bare.

Sir George Aston went to the Staff College in 1890, and he sketches the work of that institution in the early 'nineties. If the public care to investigate what our soldiers used to do in peace-time, let them turn to chapter V. of this book. The author can see the defects, as well as the qualities, of some of the able men with whom he worked. He notes, for example, the delight of Lord Fisher in phrases. Another great man, Disraeli, expressed deep delight in catchy phrases which were merely catchy phrases. "It was a great deliverance," comments the author, "to serve Lord Fisher if you agreed with him. He was a sort of steam-roller, and anything you wanted to get forward you could hang on behind with the certainty that it would progress. If you disagreed with him, it was another matter. You could neither steer nor put the brake on the steam-roller if you thought it was moving in a disastrous direction." There are references to the war. What, however, is more important than these references is the admirable manner in which the spirit of the Navy is placed before the discerning reader. The whole book is a really penetrating study of naval conditions in the recent past.

"Memories of a Marine." By Major-General Sir George Aston, K.C.B. London: Murray. 12/6.

THOMAS HARDY'S POEMS.

In 1898 was published the first collection of Mr. Thomas Hardy's poems. In 1901 followed "Poems of the Past and Present," and in 1909 "Time's Laughingstocks." This division has been maintained in the present collected edition, and there have been added a fourth, "Satires of Circumstance: Lyrics and Reveries," and a fifth, "Moments of Vision." But, whatever the division, the undercurrent that runs through all the poems is the same. The pessimism of the author's novels is relieved by the glory of the countryside and by the gleam of some lovable nature amid the gloomier characters; but in the poems there is no such relief. Poignant tragedy broods over those in which the scene is laid in the Wessex country, though a Rabelaisian tale at times offers a less distressing picture. The charm of natural scenery, so conspicuous in the novels, here hardly enters. Mr. Hardy can offer us nothing like Meredith's wonderful "Love in the Valley": we doubt, in fact, whether there is a single one of his poems which is familiar to the ordinary reader. Not that this is any test whether a poem be good or bad, for Mr. Hardy is a poet. He has mastery of metre; he has imagination, though of a warped cast; and his work is eminently readable. But, as he says himself, in one of his introductions, his lyrics must be regarded in the main as dramatic monologues. There is little doubt that this dramatic quality is what holds the attention, and what will in the end give Mr. Hardy his place as a poet.

He has his dramas of country-folk and his dramas of higher social life. It is the latter which set his philosophy of life, more particularly of married life, in its most unpleasant light. There is a cynicism in his weighing of the morals of men and women which, if true, would shatter one's faith in love. Is the end of all life to be summed in the lines—

Before the years had torn old troths
As they tear all sweet things?

It is difficult to see where Mr. Hardy's philosophy is to lead us. With him life is not a battle, much less a song. It is not even a jest—it seems to be merely a mockery. Yet with it all he can break out into such a sweet lyric as the "Song of the Soldiers' Wives and Sweethearts"—

Dawn hold not long the day from us,
But quicken it to prime.

"Collected Poems of Thomas Hardy." London: Macmillan. 8/6 net.

THE WHALE AND THE GRASSHOPPER.

One hesitates to call this collection of short sketches fiction. They are a species of prose eclogue, in which Padna Dan and Micus Pat carry on their amœbæan discussions, and at times tell one another tall tales, such as that of "The Whale and the Grasshopper," which gives the title to the book. It is sometimes difficult to understand whither the story is driving. Doubtless, at times it is nothing but pure jest—as in the tale of the visit of the Tsar to the Mayor of Cahermore; while more often than not it is a mere tag on which to hang pithy and just epigrams—unjust, too, at times, maybe—on life, matrimony, the Irish question, and the like. Padna and Micus may be ordinary peasants, and they have the freshness of phrase and imagery often to be found in their class; but they have, too, the philosophy and the cleverness of more cultured men.

For beauty of natural description and poetical imagery "The Valley of the Dead" ranks in the first place. It is a tale of a vision of the ancient heroes of Ireland seen on All Souls' Eve. Yet there is a ludicrous undercurrent, such as is to be found in Aristophanes, in the remarks of the second onlooker, who can see no vision: "The devil a one of me can see anything or anyone except a fox scampering through the boreen beyond with a water-hen in his mouth." The most amusing of the tales is that of the man who raffled himself into matrimony at a guinea a ticket.

The book is excellently written, and, if at times the story may flag, the attention is always held by the unexpected epigrams and comparisons which abound: "She looked as lonesome and as beautiful as a lily in a cabbage garden"; "the silvery speech of women is a magnificent thing, but their golden silence is a more magnificent thing still"; "the world is full of wonders, police, clergy, and publichouses." As something with a full literary relish and a more than usual dash of wit we can commend this work.

"The Whale and the Grasshopper." By Seumas O'Brien. Dublin: The Talbot Press. 3/6 net.

FROM DANTE TO TASSO.

This volume, like Mr. Cotterill's earlier work on "Medieval Italy," must have involved considerable labour in preparation. It contains about 640 pages, consisting of genealogical tables, lists of rulers in the chief Italian States, a full index, maps, and a list of illustrations of which there are about seventy, with careful notes on the same—all this in addition to the actual text, which includes outlines of the history of the period, abundant biographical material, and a survey of the literature and the art of the three centuries from 1300 to 1600. It is a great undertaking, and Mr. Cotterill has discharged it with conspicuous success. His book is readable from the first page to the last, for out of his immense mass of material he has selected those details which enable the reader to form some just conception of that extraordinarily vivid, picturesque, wicked, and brilliant society, the like of which has never been seen in Italy outside those three centuries, or in any other country during so long a space of time.

Pages could be filled with the names alone of rulers and adventurers, poets and artists, of men great in genius and unparalleled in crime, names familiar to every student of history and literature. One can understand something of the feeling of the modern Italian who, with such national memories, is zealous of the honour of his country and nourishes the ambition to make Rome again the capital of the world. That Italy now united, with no *Italia irredenta*, and so commandingly situated upon the Mediterranean, must play a great and increasing part in the development of Europe is certain. But it may be doubted if, industrially or politically, Italy is destined for a leading place. May not her true vocation be other—to be a beacon to the world in the realms of art?

"Italy from Dante to Tasso." By H. B. Cotterill. London: Harrap. 15/- net.

MORE ESSAYS IN WAR-TIME.

Encouraged by the success of his "Essays in War-Time," Mr. Havelock Ellis publishes a sequel. The essays cover a large variety of subjects, though, of course, the scientific interest is predominant. All can be read with pleasure, and most of them with profit. The few essays with which we disagree are those outside the proper work of Mr. Havelock Ellis. He has, for example, an essay on Martin Luther, based on his recent reading of Father Grisar's monumental six volumes. We think that the essayist has missed some of the inner meaning of the facts that Father Grisar placed before him. For example, the Jesuit historian has a long account of the significance of the leaning of Luther to the creed of determinism. It is obvious that Mr. Havelock Ellis has failed to absorb the meaning of this deterministic attitude of the German reformer. The two brief references to Erasmus are inadequate. On the other hand, these blemishes are confined to the few instances where the author strays out of the world of science. There he is thoroughly at home, and the scientific standpoint is prominent. Moreover, his science is keenly related to the progress of the land in which we live. He is interested, for example, in the future of the unmarried mother, in birth-control and eugenics, the mind of woman, psycho-analysis in relation to sex, the drink problem of the future, and the like. All the essays come from a strong mind and are strongly expressed.

"The Philosophy of Conflict and other Essays in War-Time." By Havelock Ellis. London: Constable. 6/6.

THE PRODUCTION OF BEEF.

The Faculty of Agriculture in the University of Cambridge has done such valuable work in the improvement of cereals and in mannurial experiments that we cordially welcome one of its first publications dealing with the question of stock. Mr. Mackenzie is peculiarly well fitted to deal with the subject. The war has upset many beliefs. No longer is it regarded as axiomatic that beef can only be produced from permanent pasture, and the plough has become as necessary to the stock-breeder as to the corn-producer. Mr. Mackenzie makes a strong case for a thorough agricultural reform. He points out the folly of importing food that might as readily be produced at home, and insists on the development and perfection of "dual purpose" cattle. That many of his views will meet with direct opposition from the older class of farmer goes without saying, but a better educated generation will immediately see the advantage of tried scientific methods as compared with the older ones which were merely empiric. In no case is the difference more marked than in breeding for meat-production.

Probably Mr. Mackenzie's most valuable chapter is that on "dual purpose cattle," but he also gives most valuable historical information on the subject of pedigree stock. It may be noted that he is no great admirer of the now fashionable Holstein cattle, which, in his opinion, do not compare favourably with a good dairy shorthorn. Dr. F. H. Marshall contributes an interesting chapter on animal physiology, and pleads for more general study of this subject. The whole book is capitally produced, and will repay perusal by every cattle breeder and feeder in the country.

"Cattle and the Future of Beef Production in England." By K. J. J. Mackenzie, M.A. Cambridge: The University Press. 7/6 net.

THE SONG OF ROLAND.

This wonderful old poem has come to be regarded by Frenchmen as their national epic. Dating from the eleventh century, it faithfully reproduces the spirit of the Middle Ages—its barbarity, its crude sense of justice, its deep religious feeling, its high ideal of friendship and lofty standard of honour. The legend first the imagination of the wandering minstrels or *jongleurs* of the time, who carried it from one great castle to another over the whole face of Europe. The *Chanson* grew to an interminable length as every bard added to the story what he deemed it lacked in poetic justice. The present metrical version aims at reproducing the incidents, speeches, characterisation, and atmosphere of the old epic in an abbreviated form. It is divided into three parts—The Treason, The Disaster, and The Reprisals—the cream of what Maurice Bouchor in verse, and Léon Gautier in prose, have given in modern form from the French of the eleventh century.

"The Legend of Roncesvaux." By Susanna H. Uloth. London: Fisher Unwin. 5/- net.

RECENT FICTION.

Briefly, Mr. Morley Roberts's novel may be summed up as a strong indictment of the marriage law, as it stands to-day. Two of the women in his story suffer acutely because of it, but of this suffering Ann Fuller is paramount, and dwarfs the importance of the difficulties of her sister, Beatrice. Ann, a woman made for the simple joys of domesticity, is married to a brute. John Fuller is a man loathed by decent men, and the chief lever by which he seeks to move his wife is their little daughter, Jean. That Ann has a lover, whose one desire is her happiness, accentuates the distress of the situation. Into this problem enters Theo, a beautiful cousin, who has taken the step—from the author's point of view, a wholesome one—of defying convention. Tragedy is little Ann's portion; but one is left wondering what expedient Mr. Roberts would devise for saving us from the consequences of headlong mistakes in this wicked world of ours.

"Hearts of Women." By Morley Roberts. Everleigh Nash. 7/- net.

It is nearly thirty years since Miss Everett-Green's first story appeared, and her works have followed one another without intermission. Her historical tales for young folk are, perhaps, the best known, but her home-stories for girls have had a wide circulation. In the latter category falls her latest book, a pleasant tale of English country life. There is a heroine, of course, but the hero is the dog Monster, who, left behind by his master when the latter went abroad, found a new mistress, a captivating French-English girl. The mistress turns out ultimately to be a cousin of the old master, and is *en route* to live among her relatives in an English village. How the dog finds his master's voice among these cousins, how the master returns, and is reconciled to his grandfather, and how he marries Monster's sweetheart, this is very freshly and often wittily told. The only fault which we have to find is that everything goes too smoothly to be altogether real.

Monster's Mistress." By E. Everett-Green. Stanley Paul. 6/- net.

This extravaganza, which yet serves to make us think as well as smile, is a piece of work of which Miss Benson may be proud. "Living Alone" is a tale of magic, moulded out of odds and ends of fancy—and fact—into a delightful pattern. Magic that gets out of hand, and intrudes itself into the most orthodox and committee-bound lives of war-workers, is liable to murder, however, and we deplore the fate of the mayor who is rendered invisible through no fault of his own, and never reappears. Perhaps, we get nearer to the heart of the fantasy in Sarah Brown's journey through the enchanted forest with Richard, when the uttered name of Venus is sufficient to conjure up his "faintly depicted fragile ghost"—but, then, "the enchanted forest is only an accumulation of dreams, and from every traveller through it it exacts toll in the shape of a dream."

"Living Alone." By Stella Benson. Macm

FROM "THE TIMES" OF TO-DAY.

(BY SPECIAL ARRANGEMENT WITH THE PROPRIETORS OF *THE TIMES*.)

THE FABRIC OF THE UNIVERSE.

The Times reports to-day a meeting of the Royal Society, at which the results obtained by observers at the total solar eclipse of May 29th were discussed, and, after quoting the words of the President, "that one of the greatest, perhaps the greatest, achievement in the history of human thought" has been made, says that the scientific conception of the universe must be changed. In the last resort the theory of the third certainty of space depended on observation. When angles or circles were measured they conformed with theory precisely in proportion to the accuracy of the tools employed. But certain extremely difficult cases arose in which theory and observation seemed to conflict, and a series of delicate experiments and elaborate calculations gradually led to a new view, to which the fullest expression was given by Einstein, Professor of Physics in the German University of Prague. According to Einstein, the dimensions of space are not absolute, but relative and shifting. The changes have escaped attention, because when space is warped and a circle becomes, say, an ellipse, the measuring tools at the same time acquire the same warping. But there are certain cases where it might be possible to observe and measure the effects of the warping. Applying this theory to light, he predicted that the oval orbit of the planet Mercury at the point nearest to the Sun would be found to be changing more rapidly than could be accounted for on the old theory. His theory was proved correct. Next, he predicted that rays of light from stars passing close to the Sun on their way to us would be deflected to twice the amount that the principles of Sir Isaac Newton would account for. The English expeditions to Sobral, in North Brazil, and to the Island of Principe devoted their observations on the solar eclipse last May to testing this second prediction, and there is unanimous agreement that they have verified it. A third prediction as yet remains in doubt. But it is confidently believed by the greatest experts that enough has been done to overthrow the certainty of ages, and to require a new philosophy of the universe, a philosophy that will sweep away nearly all that has hitherto been accepted as the axiomatic basis of physical thought.

ULSTER AND THE CONVENTION.

The Times, commenting in a leading article to-day on Mr. Pollock's recent letter on the subject of the Irish Convention, says:—The attitude which Mr. Pollock has seen fit to adopt is not one that, in our judgment, is calculated to impress public opinion in this country. The claim that Ulster Unionism possesses in Ireland a monopoly of loyalty and true patriotism is made with unnecessary frequency by controversialists of his school. We believe that the loyalty of the "Imperial" Province would never have stood higher in the estimation of this country than if it had at the time of the Convention subordinated its political predilections to the needs of the Empire. At the present moment the settlement of the Irish question is no less important than it was in 1917. The difficulties are greater, the situation more complicated. Nevertheless, the people of this country are entitled to demand from all loyal Irishmen, whether in Ulster or the rest of the country, the will to find a solution, rather than a spirit of rancour and obstruction. It is by the test of performance, and not of controversial ability, that the right of Ulster to claim an Imperial title will eventually be decided.

AN UNTOLD TALE.

The Times Special Correspondent, replying, in a letter to-day, to Mr. H. M. Pollock's contention that certain statements made in recent articles on the Irish Convention were inaccurate, writes:—Mr. Pollock is chiefly concerned to establish two points, which he holds to have been misrepresented in your columns. The first is that Ulster Unionism was not responsible for the failure of the Convention; second, that the Ulster Unionist delegates did not "secure" any "concession" or other arrangement which was surveyed to and vetoed by the Ulster Advisory Council. The suggestion of *The Times* articles was that the Ulster Advisory Council, and not the Ulster delegates on the Sub-Committee of Nine, were responsible for the failure of that Sub-Committee to find an agreement. Mr. Pollock attempts to shelter the Advisory Council by emphasising the responsibility of the delegates, but he omits to give instances of any constructive suggestion or other effort put forward by these delegates to achieve the object of the Convention. Mr. Pollock's letter implies that, after the production of Lord MacDonnell's scheme in the initial stages of the Convention, the Ulster Unionists assumed an "attitude of aggrieved inactivity, merely joining, for a purpose which Mr. Pollock does not make clear, in academic discussion of an "imaginary Parliament—a pastime in which the Nationalists appear to have joined with a zest in such circumstances almost inexplicable. Dealing with Mr. Pollock's second point, the letter proceeds:—"Mr. Pollock, as a member of the Sub-Committee of nine, was responsible for the report of that Sub-Committee to the Grand Committee. In that report, published in the official proceedings of the Irish Convention, the following statement appears:—'By November 7th we had arrived at certain provisional conclusions upon most of the heads of a scheme. These conclusions are set out in Schedule 2, which also indicates the points which were reserved for further consideration. At this stage it was considered desirable that the Ulster representatives should communicate with their Advisory Committee, with a view to discovering how far the arrangement proposed with regard to the composition of the two Houses of Parliament was likely to prove acceptable. Having taken this course, they intimated to us on November 13th that the Advisory Committee were unable to approve of the suggestion that the Ulster representation in the Lower House should be strengthened by the addition of a number of nominated members. They considered that the proposal to include nominated members to represent Southern Unionists could be defended, and might be accepted, but the same considerations did not apply in the case of Ulster.' In view of these words, it is difficult to understand—as Mr. Pollock desires it should be understood—why the work of the Convention was not "endangered" by this vote of the Advisory Council on proposals obviously vital to the scheme, which rested almost entirely upon them, or why the Advisory Council might not fairly be stated to have thus determined and interfered with the policy of the delegates, who had already found provisional conclusions upon these very matters.

THE STOCK EXCHANGE.

Following a steady opening, says *The Times*, the Stock Markets developed a weaker tendency when it became known that the Bank rate had been raised. Gilt-edged securities naturally were most affected, while in the more speculative markets Oil Shares, after being bid for, were finally offered.

BRITISH EVACUATION OF SYRIA.

SERIOUS SITUATION DEVELOPING.

A Press Association war message from Cairo, dated October 22, says:—A serious situation is developing in Syria. The preparations for evacuation by the British troops are proceeding. According to present arrangements our troops should be west of Aleppo on November 11, and out of Syria by the 12th, but, owing to difficulties of transport, there may be two or three days' delay. We have informed the French that, having retired from any given point, under no circumstances will we move forward again. The Hedjaz authorities have informed our representatives that they will resign if the British evacuate in order to avoid responsibility for what will ensue. We have hitherto limited the sun of Emir Feisul's army and the number of his gendarmerie, and this is one argument that the Arabs use for disclaiming responsibility. The French military authorities are very concerned about the situation owing to the lack of transport. They have applied for as much of ours as we can spare. They will have the greatest difficulty in supplying the troops east of Aleppo along the Bagdad Railway, because the railway base will be in Arab hands, and the latter are not likely to be too obliging. Five French Syrian soldiers, local recruits, were ambushed and killed near Lake Huleh yesterday. The French Government yesterday presented a long list of claims to the Hedjaz Government complaining of robberies, murders, pillage, and violation of the frontier.

RUSSIAN SITUATION.

GAINS AND LOSSES.

TROTSKY BELIEVES PETROGRAD TO BE SAFE.

The War Office announces that a report has reached it from the British Military Mission attached to General Denikin's Headquarters, which gives the situation on November 4th on the South-Russian front. The Bolsheviks on the front of the Caucasus Army have gained some ground west of Cherni Yar, and also at Kamenni Yar, both on the Volga, south-east of Tsaritsin. At the latter place, however, a counter-attack by the Russians regained all the ground lost. On the north bank of the Volga, east of Tsaritsin, General Wrangel's troops have captured Onahib, with 400 prisoners, one gun, and eight machine-guns.

On the front of the Don Army, heavy attacks by the Bolshevik cavalry and armoured cars forced the Cossacks to retire to the line of the Khoper on a 30-mile front, immediately north of its confluence with the Don. West of Boriseglybesk, the Cossacks centre completely defeated the Bolshevik First Division, taking from it 4,700 prisoners, 24 guns, and 120 machine-guns. West of Voronej strong forces of Bolshevik cavalry are advancing against the left of the Don Army along the railway towards Kastornoe Junction.

On the Volunteer Army front the Volunteers have retaken Syevsk, capturing 700 prisoners and 10 machine-guns from the two Communist regiments holding it. West of Kiev the Bolsheviks have been driven out of Fastow. The advance against Petliura is continuing without interruption.

TROTSKY SAYS THAT PETROGRAD IS SAFE.

An Exchange Company's message from Helsingfors says:—The plans for conquering Petrograd will have to be abandoned for months. Trotsky says that the danger of losing Petrograd is now removed.

THE BOLSHEVISTS AND OMSK.

On the motion for the adjournment of the House of Commons last night, Sir Donald Maclean asked the Government if there was any truth in the rumour that Omsk had been captured by the Soviet forces.

Mr. Churchill replied that, according to the official maps, which he studied that morning, the Bolshevist troops were not within one hundred miles of Omsk.

YUDENITCH'S RETIREMENT.

A *Times* war telegram, dated Helsingfors November 6, says:—A Bolshevist detachment has crossed the River Piyusa, in the direction of Gdoff (Yudenitch's southern base). General Yudenitch's retirement has been effected in good order. His total losses in men are computed at 4,000, a total more than made good by enrolments from prisoners. The loss of material was small, and all the tanks were brought back. The Foreign Legion, which numbered about 200, lost three-fourths of its strength, having taken part in the severe fighting at Yamburg at the beginning of the offensive. This Foreign Legion was formed at Archangel, and was chiefly composed of Russians. It earned its name because it was officered originally by the French. Since its transfer to the North-West front it has contained also Danes, Swedes, and Swiss. Unfortunately the mistakes made in the previous offensive were repeated in Yudenitch's last advance. There was not sufficient unity in the Higher Command, nor sufficient care taken to consult the feelings of the population.

URBAN HOUSING IN IRELAND.

LOCAL AUTHORITIES ACTIVE.

16,000 HOUSES PROPOSED.

Up to the 1st November, 1919, so far as can be ascertained, at least two-thirds of all the urban authorities in Ireland, including towns under Town Commissioners, have framed proposals with a view to meeting the housing needs of their districts.

The proposals submitted to the Housing Department, taking into account subsequent amendments, embrace the acquisition of about 3,580 acres, sufficient for more than 40,000 houses. Sites with an area of 2,200 acres have been approved after inspection. The number of houses proposed is about 16,000. Some of the local authorities have selected sites, but have not fixed on the number of houses, while others have determined the number of houses but have not selected the land—*e.g.*, the Corporation of Dublin have selected 1,400 acres for building, but have not defined the number of houses to be built thereon, while the Belfast Corporation have decided that 5,000 houses are required immediately, but have not yet submitted any proposals as to their sites. Under the Act of 1919 the first schemes must be submitted in outline form by the 15th instant to comply with the conditions as to the Exchequer subsidy. After that date, therefore, more definite statistics should be available, but it will be seen from what has already been done in the short time since the Act was passed that the Irish local authorities, as a whole, have been very active in the consideration and preparation of schemes.

KINGSTOWN HOUSING SCHEME.

MAY IMPOSE £5,000 ON RATEPAYERS.

At the meeting of the Kingstown Urban Council yesterday, Mr. J. J. Kennedy, J.P., Chairman, presiding, Mr. Louis Monks proposed, and Mr. Roehford seconded, the adoption of the report of the Construction Committee, which recommended the erection of 420 houses, and that plans, etc., be submitted to the Local Government Board.

Mr. A. V. McCormick, J.P., criticised the proposal. He said that the scheme involved the expenditure of almost a quarter of a million of money. According to the Local Government Board's requirements, houses could not be built for less than £800 or £1,000 each. In the absence of an estimate, the accountant had made a calculation that houses could be built at £800, but to pay for all charges they would have to be let at 25s. a week. This Council had stated that the workingmen of Kingstown, who were in houses let at 3s. 6d. a week, were unable to pay that rent, and they reduced it. If they estimated that they could get 8s. a week for the new houses, which was a very high rent for workingmen, they would get a subsidy of 10s., and leave a deficit of 5s. a week on each house to be made up from the rates. If they built 430 houses that would mean that the ratepayers would be saddled with £5,000 a year.

Sir Thomas Robinson protested against this colossal scheme being saddled on the ratepayers without any estimate of the cost or of the revenue, or of the number of persons who required houses.

Mr. H. J. Monks, J.P., said that if there was anything wrong with the scheme it was want of generality on the part of the English Government, which did not extend to Ireland the same benefits that it had extended to the housing of the English people.

Mr. M. Devitt said that they had 278 occupied houses which were unfit for habitation. The list of applications showed that 400 people in the district required houses.

The Chairman said that he would not be in favour of burdening the ratepayers with more than what the ratepayers in England would have to pay under the English Act.

The Committee's report was adopted.

ENGLISH HOUSING.

DR. ADDISON AND NEED FOR URGENCY.

Dr. Addison, Minister of Health, replying to a deputation on Wednesday representing joint meetings of the Committees of National Housing and the Town Planning Council on the important memorandum and resolutions recently submitted to the Government, said that he was prepared to scrap regulations and everything that prevented the getting of more houses. The subject of a national housing loan was under the consideration of a Treasury Committee. Local authorities need not be afraid of financial burdens for housing schemes exceeding a penny rate, but the Government must also be protected against the danger of houses being let at uneconomic rents. The Ministry of Health was in a difficult position. Their housing scheme would be placed in jeopardy if a great number of houses were not erected quickly, and he was, therefore, prepared to accept houses which not comply in all respects with the standards of the Government manual.

The first two completed houses erected in England under the Government Housing Scheme were opened in Wolverhampton yesterday by the Mayor.

Dr. Addison, in reply to Major E. Wood, in the House of Commons yesterday, said that the returns up till Saturday last showed that local authorities and public utility societies in England and Wales had submitted detailed plans for 46,758 houses, of which 31,101 had been approved.

THE WORCESTERS AT GHELUVELT.

ANNIVERSARY CELEBRATION IN DUBLIN.

LORD FRENCH'S FINE TRIBUTE.

An interesting ceremony took place at Portobello Barracks, Rathmines, yesterday morning, when the Colour of the 2nd Battalion of the Worcestershire Regiment was trooped, in the presence of His Excellency Viscount French and a distinguished gathering, in commemoration of the 31st October, 1914, on which date, during the first battle of Ypres, was fought the action at Gheluvelt, when all ranks of the battalion nobly upheld their motto, "fighting with unparalleled firmness."

The conduct of the battalion during the critical action is worth recording. About the 20th October, 1914, Field-Marshal Sir John French, Commander-in-Chief of the British Forces in France, determined to make a stand in front of Ypres, to the capture of which town the German armies were marching in overwhelming strength. On October 31st, after ten days of continuous and severe fighting, the 2nd Worcestershire Regiment was entrenched in Polygon Wood, which is about 4½ miles due East of Ypres. The village of Gheluvelt was about 2,000 yards South of the wood on the Ypres-Menin road. During the morning of this day the British line, perilously weakened by repeated blows from the enemy, was forced by the massed Prussian Guard at the village of Gheluvelt, the key to the position, the capture of which opened the road to Ypres and Calais. The Kaiser himself was present in the field with his troops in order that he might witness in person the final destruction of the British line, and might be able to enter the conquered capital of Flanders at the head of his Prussian Legions. About 1 p.m. on that day the 2nd Battalion Worcestershire Regiment, commanded by Major Hankey, received orders from Brigadier-General C. FitzClarence, V.C., to advance without delay to deliver a counter-attack with the utmost vigour against the enemy, who were in possession of Gheluvelt, and to re-establish our line there. The advance was made by a series of rushes under very heavy enemy artillery fire. Part of it was across an open space of 200 yards, and here the enemy shrapnel fire was terrific, causing over 100 casualties. By 2.30 the gap was filled and the line was re-established. Nevertheless the enemy continued to shell heavily our recaptured trenches during the remainder of the day. Thus was the 2nd Battalion Worcestershire Regiment called upon to fill the gap at Gheluvelt. The consequences of the non-fulfilment of this order might well have been disastrous, not only to the entire British force in Belgium, but also to the British Empire, as the Channel ports would have been at the mercy of the Germans if our line at Ypres had not been held.

At yesterday's ceremony there were few men on parade who took part in the action, as most of them have unhappily passed on, but they were represented by many young soldiers determined to carry on the great tradition handed down to them.

TROOPING THE COLOUR.

Though the morning was not propitious for the ceremony, there was a large gathering of spectators, including many officers of other regiments forming the Dublin garrison. When Lord French, accompanied by Brigadier-General Hacket Pain, and Brigadier-General T. S. Lambert, Commanding the Dublin Brigade and Area, drove into the square he was received with the general salute, the regimental band playing the National Anthem and the Union Jack at the saluting base being unfurled. His Excellency then inspected the battalion, which was drawn up under the command of the Officer Commanding, Lieutenant-Colonel H. A. Carr, D.S.O. The other officers on parade were:—Major L. C. Dorman, D.S.O.; Captain S. A. Gabb, O.B.E., M.C.; Captains A. H. Barnett, L. G. Laurence, G. J. L. Stone, and Lieutenants L. M. Rudge, M.C., M.M.; W. King, and H. F. Boddington. The Colour was appropriately draped with a wreath of laurels, with the inscription "Gheluvelt" surmounted by the regimental crest. The guards with the escort to the Colour on the right were drawn up in line. The band was in front of the right of the line, the Colour on the left guarded by sentries. On the command "Troop" the band moved from right to left of the line in slow time, playing the regimental slow march, "Sambre-et-Meuse," and returned to its original place. The escort to the Colour then moved out to receive the Colour, preceded by the band playing the quick march—"The British Grenadiers." Lieutenant H. F. Boddington then received the Colour from the hands of Regimental Sergeant-Major H. J. Farley, D.C.M. Escorted by the band playing the Grenadiers' slow march, the Colour moved along the line in slow time in front of the guards, who saluted it, standing at the present, the escort moving between the ranks to their original places on the right of the line. The Colour, the escort, and the guards then marched past in quick-time to the regimental march, "The Royal Windsor," which was composed by the Princess Augusta, daughter of King George II., and presented by her to the 1st Battalion of the regiment, then the 29th Foot, when it was stationed at Windsor in 1791.

PRESENTATION OF DECORATIONS.

His Excellency, having taken the salute at the saluting base, bestowed the following decorations:—

Co. Sgt.-Maj. Crump, G.—M.C. and 1914 Star; Rgtl. Qrmtr.-Sgt. Evans, J.—M.M. and 1914 Star; Sgt. Tuton, J.—1914 Star; Co. Sgt.-Maj. Davidson, W.—1914 Star; Clr. Sgt. Lurgi, E.—1914 Star; Sgt. Adkins, W.—M.M. and 1914 Star; Lce.-Cpl. Smith, A.—1914 Star; Lce.-Cpl. Petrie, G.—1914 Star; Pte. McGraw, S.—1914 Star; Pte. Hunt, T. F.—1914 Star; Pte. Edwards, G.—1914 Star; Pte. Button, A.—1914 Star; Rgtl. Sgt.-Maj. Rochford, H.—Distinguished Conduct Medal; Sgt. Bryant, A. V.—Distinguished Conduct Medal; Pte. Weavings, W.—Distinguished Conduct Medal; Co. Sgt.-Maj. Thomas, J.—Military Medal; Co. Qrmtr.-Sgt. Hough, H.—Military Medal; Pte. Clarke, G.—Military Medal; Pte. Rogerson, D.—Military Medal; Sgt. Thatcher, G.—Long Service and Good Conduct Medal.

LORD FRENCH.

Lord French then addressed the battalion. He said that they were there that day to celebrate a very great event in British military annals. The breaking of the enemy's line in the Ypres salient on 31st October, 1914, and the subsequent glorious recapture of Gheluvelt, and the lost position proved to be an event of the most momentous importance—momentous not only in British military history, but in the history of the British Empire. If the enemy had succeeded in maintaining his advantage and pressed on to the Ypres corner, the Channel ports would have been lost, and the whole course of the campaign would have been changed. He could best describe its importance by quoting from a leading article in the *Times* on the 3rd Friday, the day of the anniversary of that great event, in which it was stated:—"If the war was not won at Ypres, the pledge of victory was given when the Old Army blazed the trail for the New." That was the second time he had had the honour and pleasure of standing on parade and addressing the 2nd Battalion of the Worcesters, the last occasion being in France, almost to a day, five years ago. What the Worcesters did on that ever-memorable occasion would go down in history. It was well known to him, and it was needless for him to recapitulate it. He congratulated them in France, and now he again congratulated them on the splendid part which they played. If it had not been for the glorious gallantry that was then displayed, it was difficult to know what would have happened. It must ever be a glory for those who belonged to the battalion, whether they took part in that action or not, to look back on that eventful day when the Briton and Hun were locked in a deadly combat, which was to decide the fate of empires. When they thought of that momentous occasion and the magnificent part which the Worcesters took in that issue, and when they remembered how gloriously they fought and how gloriously they won, they had every reason to congratulate themselves upon belonging to that magnificent battalion. He repeated now what he had said five years ago—by that deed they had added more glorious laurels to the standards which were already emblazoned with magnificent records of war. As their old commander in the field, he wished to remind everyone who was listening to him that it was his most sacred duty to keep those traditions unstained and to uphold that glorious record. That they could best do by keeping up the honour, credit, and efficiency of the battalion to the utmost of their power. He implored of them to keep up what had been such a marked feature of the British Army in all times—that mutual understanding, respect, and affection that had always existed between officers and men, and that had secured the victories that they had won. Officers led their men because they knew that they would follow even to the death, and the men followed their officers because they knew that they were proud of them. They never heard in the British Army of battle police or men with revolvers behind the lines to make the men go forward. That was not the way in which British soldiers fought, and, please God, it never would be. In conclusion, His Excellency congratulated the recipients of the decorations, and stated that it had given him the greatest pleasure to come there and address such a distinguished battalion.

Lieutenant-Colonel H. A. Carr, D.S.O., conveyed the heartfelt thanks of the battalion to His Excellency on coming to inspect and address them on the celebration of the anniversary of Gheluvelt. The number of those who fought on that occasion, and who were on parade, was few, because most of those who fought had passed away, but they had left great traditions behind them. He was sure that the young soldiers who succeeded them were fully determined to live up to those traditions and to make the battalion worthy of those who fought in France and Flanders under the command of His Excellency. He also desired to thank General Hacket Pain, who commanded the battalion in South Africa, for his presence.

In response to the call of Colonel Carr lusty cheers were given for Viscount French.

THE KING AND ARMISTICE DAY.

STRIKING MESSAGE "TO ALL MY PEOPLE."

A TWO-MINUTES SILENCE NEXT TUESDAY.

REVERENT REMEMBRANCE OF THE GLORIOUS DEAD.

We are officially informed that the King invites all his people to join him in a special celebration of the anniversary of the cessation of war, as set forth in the following message:—

"To all my people—

"Buckingham Palace.

"Tuesday next, November 11, is the first anniversary of the armistice which stayed the world-wide carnage of the four preceding years, and marked the victory of right and freedom. I believe that my people in every part of the Empire fervently wish to perpetuate the memory of that great deliverance and of those who laid down their lives to achieve it.

"To afford an opportunity for the universal expression of this feeling, it is my desire and hope that, at the hour when the armistice came into force—the eleventh hour of the eleventh day of the eleventh month—there may be for the brief space of two minutes a complete suspension of all our normal activities. During that time, except in the rare cases where this may be impracticable, all work, all sound, and all locomotion should cease, so that in perfect stillness the thoughts of everyone may be concentrated on reverent remembrance of the glorious dead.

"No elaborate organisation appears to be necessary. At a given signal, which can easily be arranged to suit the circumstances of each locality, I believe that we shall all gladly interrupt our business and pleasure, whatever it may be, and unite in this simple service of silence and remembrance.

"(Signed) GEORGE, R.I."

HOW THE SCHEME IS TO BE CARRIED OUT.

The Home Secretary has issued the following Note as to giving effect to the King's message in Great Britain:—

"The Government feel that the carrying out of the King's wishes must be left to the sympathetic good-will of the community. No general instructions can ensure the success of a ceremony which can only be truly impressive if it is universal and spontaneous. But in order to afford some guidance to local authorities and the nation generally, the following suggestions are made for ensuring as much uniformity of practice as is possible or desirable under the circumstances.

"The point of capital importance is, that the moment fixed for the commencement of the two minutes' silence, which is 11 a.m. on Tuesday, should be clearly marked by some sound which can be distinctly heard by all persons in the district for which the particular signal is intended. In country villages it is believed that the church clock striking the hour of 11 will be sufficient signal, or, where there is no church clock, the church bells or some other appropriate instrument might be used instead. But in towns, owing to the number of clocks striking at slightly different intervals, and the prevailing noise, some other means must be adopted. In London and the suburbs the signal will be given by maroons. In other towns and populous centres it is hoped that the Lord Mayor, the Mayor, or the Chairman of the Urban District Council will provide for the signal being given by siren, or any other means that may be available.

"Arrangements are being made to stop all trains throughout the country, and instructions have been given to the police in London to stop all traffic in the streets. It is hoped that the local police authorities will do the same. In factories and workshops it must be left to the goodwill of employers and employed to make such arrangements as will best carry out the spirit of the scheme. It is not thought desirable to attempt to close shops or places of business, but shopkeepers and their customers will, it is hoped, agree to a pause during the two minutes' silence. People in the streets can best co-operate by simply standing still when the signal sounds."

IN IRELAND.

His Excellency the Lord Lieutenant trusts that the local authorities in Ireland will, as far as possible, give effect to His Majesty's request in the manner indicated in the Home Secretary's Note.

All Government departments will, of course, cease work at the hour named, and the General Officer Commanding-in-Chief the Forces in Ireland is having arrangements made to signalise the hour wherever military camps are stationed.

IRISH PUBLIC HEALTH COUNCIL.

DRAFT SCHEME CONSIDERED.

A meeting of the Irish Public Health Council was held on Tuesday at the offices of the Minister of Health for Ireland, 33 St. Stephen's Green, Dublin.

The Chairman of the Council, Dr. E. Coey Bigger, presided, and there were also present the following members:—

The Right Hon. Sir Henry A. Robinson, P.C., K.C.B.; Sir John W. Moore, M.D., D.P.H.; Sir Joseph A. Glynn, the Countess of Kenmare, Sir William Whomsley, Rev. P. Kerlin, C.C.; Dr. W. J. Maguire, Dr. Alice Brady, Mrs. M. L. Dickie, Mr. J. Drennan, Sir James Gallagher, Mrs. MacMordie, Dr. R. Rowlette, and Mr. J. Ewing Johnston, M.B.E., M.R.C.V.S.

The Secretary, Assistant Secretary, and Dr. T. Hennessy were also in attendance.

The Council had before them the heads of a draft scheme for a comprehensive health measure for Ireland, the further consideration of which was adjourned until their next meeting.

After consideration of the matter, the Committee decided to recommend the removal of the existing statutory limit in regard to expenditure upon buildings and equipment of county infirmaries, and in regard to payment of county infirmary surgeons, increase of staff, and improvement of conditions of service.

The Council approved of a proposal to constitute the county the administrative area in respect of curative as well as preventive health services.

It was also agreed to recommend the appointment of county veterinary officers and the transfer of veterinary functions to a county health authority.

The Committee in charge of the regulations under the Public Health (Medical Treatment of Children) (Ireland) Act met at 3 p.m., and considered in detail the draft regulations submitted. Arrangements were instructed to be made to permit of the views of school managers' associations and other interested bodies being submitted to the Council.

CHRIST CHURCH CATHEDRAL.

The Lord Lieutenant has intimated his intention of attending Divine Service on Sunday next in Christ Church Cathedral at 11 a.m. The Primate will be the preacher, and the collection will be for the Dublin Hospital Sunday Fund.

IRISH POLICE PAY.

The Committee appointed to report as to reorganisation of the two Irish Police Forces resumed the taking of evidence at 11 o'clock a.m. yesterday. The following witnesses were heard on behalf of the R.I.C.:—District Inspectors Marrion, Harrison, Gregory, Kearney, Grier, Moore, Blayney, Assistant Inspector-General Pearson, Barrack Master O'Neill, Surgeon to the Force, Dr. Peacock. The Committee adjourned until 11 o'clock to-day.

IRISH RECONSTRUCTION (JOINT COUNCIL OF EXECUTIVE PROFESSIONS).

The Joint Council of Executive Professions (Irish Reconstruction) met at 35 Dawson street, Dublin, on Monday, 3rd inst. Mr. J. O. Moynan presided, and there were also present:—Messrs. F. Bergin, S. G. Gallagher, G. M. Harris, T. Tomlinson, and J. P. Jackson, Hon. Sec. Correspondence relating to the Irish Post Committee's report, the constitution of the Irish Public Health Council, and the Ministry of Transport Act was read and considered. After transacting other routine business, the Council adjourned to the 17th inst.

GAIETY THEATRE CONCERT.

ORCHESTRAL MUSIC.

We have heard so little orchestral music in Dublin of recent years that yesterday's concert came as a much-needed reminder of what we are losing. It is evident that it is not the orchestra that we lack, or the conductors, and one can hardly think a public would be wanting for music of the character given yesterday. The audience in this case was keenly appreciative.

The programme opened with Gounod's March Cortège, "La Reine de Saba," ably conducted by Mr. John Moody, who was content to emphasise its characteristic points to a clear and finished performance. The work calls chiefly for individuality in treatment, but sometimes the simpler the music, the wilder the conductor. "I would like to see a little more dignity and restraint and more usefulness in the conductor," says Sir Edward Elgar, whose words were brought to mind by Mr. Moody's capable control of the orchestra. The glorious "Leonora No. 3" Overture (Beethoven) was the next orchestral number. Dr. Esposito's treatment of Beethoven has always been of the highest musical and artistic order, with a broad, clean cut, masterly style, after the manner of the heart. The work is too well known for comment. It was given splendidly, a special note to be made on the wonderfully rushing strings of the close. The first performance in Ireland of "In Fairyland," by the same Composer, was conducted by Mr. W. S. Nabarro. This absolutely charming "Suite de Ballet," supposed to have been largely influenced by Sir F. Cowen's tour in Norway, is a really wonderful piece of descriptive or imaginative writing. "The March of the Giants," with its grotesque touches; "The Wood Nymphs," with the lovely horns, strings, and touches of woodwind; "The Moonbeam Fairies," where drums are subdued to their pattering footsteps, and the weird "Dance of the Witches" made one wish to have heard the other two numbers of the group. Miss Doris Woodall sang "Mon Cœur s'ouvre à ta voix" with a rich vibrant passion, though too great a recurrence of the "clouded" effect of voice. Her encore, "Rory, Darling," was very touching, and free from mannerisms. Miss Edna Bennie sang the difficult cadenzas of "Villanelle" in a bright clear tone that was very pleasant. Still more so was her little encore song. Mr. Albert Bond sang "On with the Motley" (Leoncavallo) after now-accepted traditions, but his "When Other Lips" was individual and finely sung. Mr. Arthur Winckworth sang "I'm a Roamer" (Mendelssohn) in his usual finished style, but it was in "Drinking" that the fine quality of his bass was best heard. Miss Annie Lord played Chopin's "Scherzo B flat Minor" with a fine understanding of its complexity, and some disappointment was felt that she did not respond to the encore. Mr. Weaving proved, as always, a capable and artistic accompanist.

AMERICAN ARMY SUPPLIES.

ATTRACTIVE BARGAINS.

A Paris telegram states that few big department stores can boast a greater variety of goods than does the big dépôt at Aubervilliers, in the Plain of Saint Denis, where the American Army stocks, taken over by the French Government, are now on sale to the public. That is to say, a number of articles to be sold are offered to allcomers, a system in striking contrast with that adopted for the disposal of surplus Government stores in England. Others have already been allotted to co-operative bodies, or the sale will be controlled by the State.

Thus, there are large quantities of tobacco, cigars, and cigarettes, which would be cleared out immediately were it not that they come under control of the Government Department for the sale of tobacco, and cannot be bought by private purchasers. In the same way the large stocks of foodstuffs have been reserved by the Government for Vilgrain booths and the desolate regions. The furniture has all been set aside for the different Ministries, public offices, and co-operative societies. There are, however, a number of astonishing bargains which remain for the general public. Also there is a secondhand section in which prices are still more astonishing. Fur-lined overcoats may be had for three francs, or under 2s. at the present rate of exchange; high rubber boots for 2.50 francs, and blankets from 10 to 15 francs. No purchaser may buy goods to the value of more than 1,000 francs, this regulation having been adopted in order that the public may be able to have the full benefit of the bargains offered. There is, however, one great difficulty which purchasers have to face, the lack of transport to convey their purchases to their destination. Few carts are to be had, and many of the purchasers solve that problem by returning to their homes with their bundles on their heads or under their arms.

PARLIAMENT.

INDUSTRIAL COURTS BILL.

INQUIRY INTO DISPUTES.

THE REJECTION MOVED.

SECOND READING CARRIED.

In the House of Commons yesterday,

Sir Robert Horne, Minister of Labour, in moving the second reading of the Industrial Courts Bill, said that the bill set out to do three things—to set up permanent Industrial Courts in this country, to set up a court of inquiry into trade disputes, and to make it illegal to pay wages at a less rate than was being paid now under decisions of the Interim Court of Arbitration, until 30th September, 1920. The original Act dealing with the maintenance of the existing rates of wages would come to an end on November 21st, and it was felt that something must be put in its place. Nothing affected trade and industry so badly as unsettlement, and it might be an advantage to an employer, in the arranging of his contracts, to know what conditions were to prevail during the ensuing year. It was the representatives of the trade unionists who first urged the Government to continue the operation of the Wages (Temporary Regulation) Act for another year. He, accordingly, saw the representatives of the employers, who were distinctly opposed to the continuance of the Wages Regulation Act in the form in which it then stood. It contained the anomaly that, whereas it was competent for the workman to force the employer to come to courts of arbitration to have a wage question decided, and whereas it was incumbent on the employer to observe the decision given, there was no legal compulsion on the workman, who was neither obliged to come to the court when the employer put in his application, nor was he legally bound by the decision at which the arbitration court might arrive. Accordingly, they had in the present bill a proposal to make it illegal, up to 30th September next, to pay less than the present rate when fixed by an arbitration court.

NO LEGAL COMPULSION.

The bill put no legal compulsion on either side. It allowed either party to go to the court to have a rate substituted for the rate previously fixed by the Interim Court. Applications, either for an increase or for a decrease, could be referred to the Industrial Court, but, of course, the arbitration was entirely voluntary. He did not agree with people who argued that a voluntary arbitration would not be worth much. The representatives of the workers took strenuous objection to the compulsory clauses which were originally in the bill, as an infringement of the rights obtained under the Trade Disputes Act, and those clauses, as affecting both employers and workpeople, were eventually withdrawn. It should be made clear, however, that it was not any desire on the part of the trade unions to evade decisions of the Courts that led to their opposition, and he believed that, notwithstanding the absence of compulsion, these decisions would be observed. He believed in the good faith of the unions in this matter. During the last eleven months the Interim Court of Arbitration had decided 853 cases, and in only three of these cases had there been any strike against the award. (Cheers.)

DEFECTS OF COMPULSORY ARBITRATION.

Nor had compulsory arbitration been such a complete success in other countries as to justify us at present in proposing it. In Australia it had proved a failure, and a less stringent measure, in operation in Canada, had been conspicuously successful. The reason in both cases was, he believed, because the people were not ready for it. What we really had to do was to foster the arbitration spirit and to encourage every means by which people would voluntarily agree to settle their disputes by reference to an Arbitration Court, rather than by the violence of strikes. (Hear, hear.) As to the Court of Inquiry that was to be set up with the object of enlightening public opinion as to the merits of a dispute, the Court could be set up by order of the Minister of Labour, and it would have power to compel people to attend and to produce books and documents. Apart from its immediate effect, it was hoped that this bill would bring a better atmosphere and a happier spirit into our industrial relations. (Cheers.)

Mr. Clynes said that the bill proposed not only to continue the existing Wages Act, but also to institute a new system of arbitration, and to institute an entirely novel method of inquiring into the causes of disputes. Speaking on behalf of the Labour Conference that met the Minister of Labour, he had to say that they regarded this as an unnecessary mixing up of very big questions.

Mr. Clement Edwards said that, after all that had been done towards the establishment of Whitley Councils, it was a sad pity and a tragedy that the House should be called upon to face all the great problems of industrial arbitration and conciliation as a mere accident of after-thought to the negotiations during the railway strike.

Mr. Neville Chamberlain said that he regretted the omission of the clauses which had been dropped, but he did not agree that without them the bill was a mere skeleton. He thought that the Courts of Inquiry would prove valuable in informing public opinion.

THE REJECTION MOVED.

Mr. Remer moved the rejection of the bill on the ground that it was a patchwork attempt at the solution of a great problem.

Sir Frederick Banbury opposed the whole bill because, he said, he thought it would do no good at all.

Sir Donald Maclean said that when one found in industrial matters the hierarchy of the employers joining with the high priesthood of the trade unions in active opposition to, or tepid approval of, a measure, it was safe to infer that there was something in it for the general public. Therefore he advised the Government not to be discouraged by the reception the bill had met with. He particularly welcomed the setting up of the Courts of Inquiry. Therefore he should vote for the second reading.

MR. WARDLE.

Mr. Wardle said that the fears of hon. members were perfectly groundless. The bill did nothing to interfere with the conciliation machinery now in active operation.

Mr. Johnstone, Mr. Wignall, Dr. Murray, Mr. R. McLaren, and Mr. Galbraith approved the principle of the bill.

The amendment was rejected, and the bill was read a second time.

ARMY VOTE REPORT.

On the report of the vote on allotment of £118,000,000 for the Army,

Sir Donald Maclean said that he understood that the Cabinet had been at work on the Estimates, and he would like to know when they were likely to be presented to the House.

Commander Kenworthy asked what was the Government's policy in Mesopotamia as to the return of our troops.

Captain Wedgwood Benn asked how many troops we were keeping in Ireland and in Egypt, how many Irish, aeroplanes and other munitions were kept in Ireland; and what was the cost of our Army in Ireland.

Mr. Forster said that he hoped it would be possible to present the Army Estimates by the end of November. They would be in detailed form. The War Office was doing its utmost to get all white troops away from Mesopotamia as speedily as possible. The number of troops in Ireland was about 60,000. He had not the information at hand.

The vote was agreed to.

KEY INDUSTRIES AND COLLAPSED EXCHANGES.

Replying to Mr. George Terrell, Mr. Bonar Law said that he hoped that the Anti-Dumping Bill and the measure dealing with key industries and collapsed exchanges would be introduced next week.

NURSES REG

FROM "THE TIMES" OF TO-DAY.

(BY SPECIAL ARRANGEMENT WITH THE PROPRIETORS OF *THE TIMES*.)

THE FABRIC OF THE UNIVERSE.

The Times reports to-day a meeting of the Royal Society, at which the results obtained by observers at the total solar eclipse of May 29th, were discussed, and, after quoting the words of the President, "that one of the greatest, perhaps the greatest, achievement in the history of human thought" has been made, says that the scientific conception of the universe must be changed. In the last resort the theory of the fixed certainty of space depended on observation. When angles or circles were measured they conformed with theory precisely in proportion to the accuracy of the tools employed. But certain extremely difficult cases arose in which theory and observation seemed to conflict, and a series of delicate experiments and elaborate calculations gradually led to a new view, to which the fullest expression was given by Einstein, Professor of Physics in the German University of Prague. According to Einstein, the dimensions of space are not absolute, but relative and shifting. The changes have escaped attention, because when space is warped and a circle becomes, say, an ellipse, the measuring tools at the same time acquire the same warping. But there are certain cases where it might be possible to observe and measure the effects of the warping. Applying this theory to light, he predicted that the oval orbit of the planet Mercury at the point nearest to the Sun would be found to be changing more rapidly than could be accounted for on the old theory. His theory was proved correct. Next, he predicted that rays of light from stars passing close to the Sun on their way to us would be deflected to twice the amount that the principles of Sir Isaac Newton would account for. The English expeditions to Sobral, in North Brazil, and to the Island of Principe devoted their observations on the solar eclipse last May to testing this second prediction, and there is unanimous agreement that they have verified it. A third prediction as yet remains in doubt. But it is confidently believed by the greatest experts that enough has been done to overthrow the certainty of ages, and to require a new philosophy of the universe, a philosophy that will sweep away nearly all that has hitherto been accepted as the axiomatic basis of physical thought.

ULSTER AND THE CONVENTION.

The Times, commenting in a leading article to-day on Mr. Pollock's recent letter on the subject of the Irish Convention, says:—The attitude which Mr. Pollock has seen fit to adopt is not one that, in our judgment, is calculated to impress public opinion in this country. The claim that Ulster Unionism possesses in Ireland a monopoly of loyalty and true patriotism is made with unnecessary frequency by controversialists of his school. We believe that the loyalty of the "Imperial" Province would never have stood higher in the estimation of the country than it it had at the time of the Convention subordinated its political predilections to the needs of the Empire. At the present moment the settlement of the Irish question is no less important than it was in 1917. The difficulties are greater, the situation more complicated. Nevertheless, the people of this country are entitled to demand from all loyal Irishmen, whether in Ulster or the rest of the country, the will to find a solution, rather than a spirit of rancour and obstruction. It is by the test of performance, and not of controversial ability, that the right of Ulster to claim an Imperial title will eventually be decided.

AN UNTOLD TALE.

The Times Special Correspondent, replying, in a letter to-day, to Mr. H. M. Pollock's contention that certain statements made in recent articles on the Irish Convention were inaccurate, writes:—Mr. Pollock is chiefly concerned to establish two points, which he holds to have been misrepresented in your columns. The first is that Ulster Unionism was not responsible for the failure of the Convention; second, that the Ulster Unionist delegates did not "secure" any "concession" or other arrangement which was conveyed to and vetoed by the Ulster Advisory Council. The suggestion of *The Times* articles is that the Ulster Advisory Council, and not the Ulster delegates on the Sub-Committee of Nine, were responsible for the failure of that Sub-Committee to find an agreement. Mr. Pollock attempts to shelter the Advisory Council by emphasising the responsibility of the delegates, but he omits to give instances of any constructive suggestion or other effort put forward by these delegates to achieve the object of the Convention. Mr. Pollock's letter implies that, after the production of Lord MacDonnell's scheme in the initial stages of the Convention, the Ulster Unionists assumed an attitude of aggrieved inactivity, merely joining, for a purpose which Mr. Pollock does not make clear, in academic discussion of an "imaginary" Parliament—a pastime in which the Nationalists appear to have joined with a zest in such circumstances almost inexplicable. Dealing with Mr. Pollock's second point, the letter proceeds:—"Mr. Pollock, as a member of the Sub-Committee of nine, was responsible for the report of that Sub-Committee to the Grand Committee. In that report, published in the official proceedings of the Irish Convention, the following statement appears:—'By November 7th we had arrived at certain provisional conclusions upon most of the heads of a scheme. These conclusions are set out in Schedule 2, which also indicates the points which were referred for further consideration. At this stage it was considered desirable that the Ulster representatives should communicate with their Advisory Committee, with a view to discovering how far the arrangement proposed with regard to the composition of the two Houses of Parliament was likely to prove acceptable. Having taken this course they intimated to us on November 15th that the Advisory Committee were unable to approve of the suggestion that the Ulster representation in the Lower House should be strengthened by the addition of a number of nominated members. They considered that the proposal to include nominated members to represent Southern Unionists could be defended, and might be accepted, but the same considerations did not apply in the case of Ulster.' In view of these words, it is difficult to understand—as Mr. Pollock desires it should be understood—why the work of the Convention was not "endangered" by this veto of the Advisory Council on proposals obviously vital to the scheme, which rested almost entirely upon them, or why the Advisory Council might not fairly be stated to have thus determined and interfered with the policy of the delegates, who had already found provisional conclusions upon these very matters.

THE STOCK EXCHANGE.

Following a steady opening, says *The Times*, the Stock Markets developed a weaker tendency when it became known that the Bank rate had been raised. Gilt-edged securities naturally were most affected, while in the mere speculative markets Oil Shares, after being bid for, were finally offered.

BRITISH EVACUATION OF SYRIA.

SERIOUS SITUATION DEVELOPING.

A Press Association war message from Cairo, dated October 22, says:—A serious situation is developing in Syria. The preparations for evacuation by the British troops are proceeding. According to present arrangements our troops should be west of Aleppo on November 11, and out of Syria by the 12th, but, owing to difficulties of transport, there may be two or three days' delay. We have informed the French that, having retired from any given point, under no circumstances will we move forward again. The Hedjaz authorities have informed our representatives that they will resign if the British evacuate, in order to avoid responsibility for what will ensue. We have hitherto limited the size of Emir Feisul's army and the number of his gendarmerie, and this is one argument that the Arabs use for disclaiming responsibility. The French military authorities are very concerned about the situation owing to the lack of transport. They have applied for as much of ours as we can spare. They will have the greatest difficulty in supplying the troops east of Aleppo along the Bagdad Railway, because the railway has still be in Arab hands, and the latter are not likely to be too obliging. Five French Syrian soldiers, local recruits, were ambushed and killed near Lake Huleh yesterday. The French Government yesterday presented a long list of claims to the Hedjaz Government complaining of robberies, murders, pillage, and violation of the frontier.

RUSSIAN SITUATION.

GAINS AND LOSSES.

TROTSKY BELIEVES PETROGRAD TO BE SAFE.

The War Office announces that a report has reached it from the British Military Mission attached to General Denikin's Headquarters, which gives the situation on November 4th on the South Russian front. The Bolsheviks on the front of the Caucasus Army have gained some ground west of Cherni Yar, and also at Kamenni Yar, both on the Volga, south-east of Tsaritsin. At the latter place, however, a counter-attack by the Russians regained all the ground lost. On the north bank of the Volga, east of Tsaritsin, General Wrangel's troops have captured Onahib, with 400 prisoners, one gun, and eight machine-guns.

On the front of the Don Army, heavy attacks by the Bolshevik cavalry and armoured cars forced the Cossacks to retire to the line of the Khoper on a 30-mile front, immediately north of its confluence with the Don. West of Boriseglyebsk, the Cossacks centre completely defeated the Bolshevik First Division, taking from it 4,700 prisoners, 24 guns, and 120 machine-guns. West of Voronesh strong forces of Bolshevik cavalry are advancing against the left of the Don Army along the railway towards Kastornoe Junction.

On the Volunteer Army front the Volunteers have retaken Syevsk, capturing 700 prisoners and 10 machine-guns from the two Communist regiments holding it. West of Kiev the Bolsheviks have been driven out of Fastow. The advance against Petliura is continuing without interruption.

TROTSKY SAYS THAT PETROGRAD IS SAFE.

An Exchange Company's message from Helsingfors says:—The plans for conquering Petrograd will have to be abandoned for months. Trotsky says that the danger of losing Petrograd is now removed.

THE BOLSHEVISTS AND OMSK.

On the motion for the adjournment of the House of Commons last night, Sir Donald Maclean asked the Government if there was any truth in the rumour that Omsk had been captured by the Soviet forces.

Mr. Churchill replied that, according to the official maps, which he studied that morning, the Bolshevist troops were not within one hundred miles of Omsk.

YUDENITCH'S RETIREMENT.

A *Times* war telegram, dated Helsingfors November 6, says:—A Bolshevist detachment has crossed the River Plyusa, in the direction of Gdoff (Yudenitch's southern base). General Yudenitch's retirement has been effected in good order. His total losses in men are computed at 4,000, a total more than made good by enrolments from prisoners. The loss of material was small, and all the tanks were brought back. The Foreign Legion, which numbered about 200, lost three-fourths of its strength, having taken part in the severe fighting at Yamburg at the beginning of the offensive. This Foreign Legion was formed at Archangel, and was chiefly composed of Russians. It earned its name because it was officered originally by the French. Since its transfer to the North-West front it has contained also Danes, Swedes, and Swiss. Unfortunately the mistakes made in the previous offensive were repeated in Yudenitch's last advance. There was not sufficient unity in the Higher Command, nor sufficient care taken to consult the feelings of the population.

URBAN HOUSING IN IRELAND.

LOCAL AUTHORITIES ACTIVE.

16,000 HOUSES PROPOSED.

Up to the 1st November, 1919, so far as can be ascertained, at least two-thirds of all the urban authorities in Ireland, including towns under Town Commissioners, have framed proposals with a view to meeting the housing needs of their districts.

The proposals submitted to the Housing Department, taking into account subsequent amendments, embrace the acquisition of about 3,580 acres, sufficient for more than 40,000 houses. Town plans with an area of 2,200 acres have been approved after inspection. The number of houses proposed is about 16,000. Some of the local authorities have selected sites, but have not fixed on the number of houses, while others have determined the number of houses but have not selected the land—*e.g.*, the Corporation of Dublin have selected 1,400 acres for building, but have not defined the number of houses to be built thereon, while the Belfast Corporation have decided that 5,000 houses are required immediately, but have not yet submitted any proposals as to their sites. Under the Act of 1919 the first schemes must be submitted in outline form by the 15th instant to comply with the conditions as to the Exchequer subsidy. After that date, therefore, more definite statistics should be available, but it will be seen from what has already been done in the short time since the Act was passed that the Irish local authorities, as a whole, have been very active in the consideration and preparation of schemes.

KINGSTOWN HOUSING SCHEME.

MAY IMPOSE £5,000 ON RATE-PAYERS.

At the meeting of the Kingstown Urban Council yesterday, Mr. J. J. Kennedy, J.P., Chairman, presiding, Mr. Louis Monks proposed, and Mr. Rochford seconded, the adoption of the report of the Construction Committee, which recommended the erection of 420 houses, and that plans, etc., be submitted to the Local Government Board.

Mr. A. W. McCormick, J.P., criticised the proposal. He said that the scheme involved the expenditure of almost a quarter of a million of money. According to the Local Government Board's requirements, houses could not be built for less than £800 or £1,000 each. In the absence of an estimate, the accountant had made a calculation that houses could be built at £600, but to pay for all charges they would have to be let at 25s. a week. This Council had stated that the workingmen of Kingstown, who were in houses let at 5s. 6d. a week, were unable to pay that rent, and they reduced it. If they estimated that they could get 8s. a week for the new houses, which was a very high rent for workingmen, they would get a subsidy of 10s., and leave a deficit of 5s. a week on each house to be made up from the rates. If they built 430 houses that would mean that the ratepayers would be saddled with £5,000 a year.

Sir Thomas Robinson protested against this colossal scheme being saddled on the ratepayers without any estimate of the cost or of the revenue, or of the number of persons who required houses.

Mr. H. J. Monks, J.P., said that if there was anything wrong with the scheme it was want of generosity on the part of the English Government, which did not extend to Ireland the same benefits that it had extended to the housing of the English people.

Mr. M. Devitt said that they had 278 occupied houses which were unfit for habitation. The list of applications showed that 400 people in the district required houses.

The Chairman said that he would not be in favour of burdening the ratepayers with more than what the ratepayers in England would have to pay under the English Act.

The Committee's report was adopted.

ENGLISH HOUSING.

DR. ADDISON AND NEED FOR URGENCY.

Dr. Addison, Minister of Health, replying to a deputation on Wednesday representing joint meetings of the Committees of National Housing and of the Town Planning Council on the important memorandum and resolutions recently submitted to the Government, said that he was prepared to scrap regulations and everything that prevented the getting of more houses. The subject of a national housing loan was under the consideration of a Treasury Committee. Local authorities need not be afraid of financial burdens for housing schemes exceeding a penny rate, but the Government must also be protected against the danger of houses being let at uneconomic rents. The Ministry of Health was in a difficult position. Their housing scheme would be placed in jeopardy if a great number of houses were not erected quickly, and he was, therefore, prepared to accept houses which not comply in all respects with the standards of the Government manual.

The first two completed houses erected in England under the Government Housing Scheme were opened in Wolverhampton yesterday by the Mayor.

Dr. Addison, in reply to Major E. Wood, in the House of Commons yesterday, said that the returns up till Saturday last showed that local authorities and public utility societies in England and Wales had submitted detailed plans for 46,758 houses, of which 31,101 had been approved.

THE WORCESTERS AT GHELUVELT.

ANNIVERSARY CELEBRATION IN DUBLIN.

LORD FRENCH'S FINE TRIBUTE.

An interesting ceremony took place at Portobello Barracks, Rathmines, yesterday morning, when the Colour of the 2nd Battalion of the Worcestershire Regiment was trooped, in the presence of His Excellency Viscount French and a distinguished gathering, in commemoration of the 31st October, 1914, on which date, during the first battle of Ypres, was fought the action at Gheluvelt, when all ranks of the battalion nobly upheld their motto, "fighting with unparalleled firmness."

The conduct of the battalion during the critical action is worth recording. About the 20th October, 1914, Field-Marshal Sir John French, Commander-in-Chief of the British Forces in France, determined to make a stand in front of Ypres, to the capture of which town the German armies were marching in overwhelming strength. On October 31st, after ten days of continuous and severe fighting, the 2nd Worcestershire Regiment was entrenched in Polygon Wood, which is about 4½ miles due East of Ypres. The village of Gheluvelt was about 2,000 yards South of the wood on the Ypres-Menin road. During the morning of this day the British line, perilously weakened by repeated blows from the enemy, was forced by the massed Prussian Guard at the village of Gheluvelt, the key to the position, the capture of which opened the road to Ypres and Calais. The Kaiser himself was present in the field with his troops in order that he might witness in person the final destruction of the British line, and might be able to enter the conquered capital of Flanders at the head of his Prussian Legions. About 1 p.m. on that day the 2nd Battalion Worcestershire Regiment, commanded by Major Hankey, received orders from Brigadier-General C. FitzClarence, V.C., to advance without delay to deliver a counter-attack with the utmost vigour against the enemy, who were in possession of Gheluvelt, and to re-establish our line there. The advance was made by a series of rushes under very heavy enemy artillery fire. Part of it was across an open space of 200 yards, and here the enemy shrapnel fire was terrific, causing over 100 casualties. By 2.30 the gap was filled and the line was re-established. Nevertheless the enemy continued to shell heavily our re-captured trenches during the remainder of the day. Thus was the 2nd Battalion Worcestershire Regiment called upon to fill the gap at Gheluvelt. The consequences of the non-fulfilment of this order might well have been disastrous, not only to the entire British force in Belgium, but also to the British Empire, as the Channel ports would have been at the mercy of the Germans if our line at Ypres had not been held.

At yesterday's ceremony there were few men on parade who took part in the action, as most of them have unhappily passed away, but they were represented by many young soldiers determined to carry on the great tradition handed down to them.

TROOPING THE COLOUR.

Though the morning was not propitious for the ceremony, there was a large gathering of spectators, including many officers of other regiments forming the Dublin garrison. When Lord French, accompanied by Brigadier-General Hacket Pain and Brigadier-General T. S. Lambert, Commanding the Dublin Brigade and Area, drove into the square he was received with the general salute, the regimental band playing the National Anthem and the Union Jack at the saluting base being unfurled. His Excellency then inspected the battalion, which was drawn up under the command of the Officer Commanding, Lieutenant-Colonel H. A. Carr, D.S.O. The other officers on parade were:—Major L. C. Dorman, D.S.O.; Captain S. A. Gabb, O.B.E., M.C.; Captains A. H. Barrett, L. G. Laurence, G. J. L. Stoney, and Lieutenants L. M. Rudge, M.C., M.M.; W. King, and H. F. Boddington. The Colour was appropriately draped with a wreath of laurels, with the inscription "Gheluvelt" surmounted by the regimental crest. The guards with the escort to the Colour on the right were drawn up in line. The band was in front of the right of the line, the Colour on the left guarded by sentries. On the command "Troop" the band moved from right to left of the line in slow time, playing the regimental slow march, counter-marched, and returned to its original place. The escort to the Colour then moved out to receive the Colour, preceded by the band playing the quick march—"The British Grenadiers." Lieutenant H. F. Boddington then received the Colour from the hands of Regimental Sergeant-Major H. J. Farley, D.C.M. Preceded by the band playing the Grenadiers' slow march, the Colour moved along the line in slow time in front of the guards, who saluted it, standing at the present, the escort moving between the ranks to their original places on the right of the line. The Colour, the escort, and the guards then marched past in quick-time to the regimental march, "The Royal Windsor," which was composed by the Princess Augusta, daughter of King George II., and presented by her to the 1st Battalion of the regiment, then the 29th Foot, when it was stationed at Windsor in 1791.

PRESENTATION OF DECORATIONS.

His Excellency, having taken the salute at the saluting base, bestowed the following decorations:—

Co. Sgt.-Maj. Crump, G.—M.C. and 1914 Star; Rgtl. Qrmtr.-Sgt. Evans, J.—M.M. and 1914 Star; Sgt. Tuton, G.—1914 Star; Co. Sgt.-Maj. Davidson, W.—1914 Star; Clr. Sgt. Lugg, E.—1914 Star; Sgt. Adkins, W.—M.M. and 1914 Star; Lce.-Cpl. Smith, A.—1914 Star; Lce.-Cpl. Petrie, G.—1914 Star; Pte. McGraw, S.—1914 Star; Pte. Hunt, F.—1914 Star; Pte. Edwards, W.—1914 Star; Pte. Button, A.—1914 Star; Rgtl. Sgt.-Maj. Farley, H.—Distinguished Conduct Medal; Sgt. Bryant, A. V.—Distinguished Conduct Medal; Pte. Weavings, W.—Distinguished Conduct Medal; Co. Sgt.-Maj. Thomas, J.—Military Medal; Co. Qrmtr.-Sgt. Hough, H.—Military Medal; Pte. Clarke, G.—Military Medal; Pte. Rodgerson, D.—Military Medal; Sgt. Heather, G.—Long Service and Good Conduct Medal.

LORD FRENCH.

Lord French then addressed the battalion. He said that they were there that day to celebrate a very great event in British military annals. The breaking of the enemy's line in the Ypres salient on 31st October, 1914, and the subsequent glorious recapture of Gheluvelt, and the lost position proved to be an event of the most momentous importance—momentous not only in British military history, but in the history of the British Empire. If the enemy had succeeded in maintaining his advantage and pressed on to the Ypres corner, the Channel ports would have been lost, and the whole course of the campaign would have been changed. He could best describe its importance by quoting from a leading article in *The Times* on last Friday, the day of the anniversary of that great event, in which it was stated:—"If the war was not won at Ypres, the pledge of victory was given when the Old Army blazed the trail for the New." That was the second time he had the honour and pleasure of standing on parade and addressing the 2nd Battalion of the Worcesters, the last occasion being in France, almost to a day, five years ago. What the Worcesters did on that ever-memorable occasion would go down in history. It was well known to him, and it was needless for him to recapitulate it. He congratulated them on the splendid part which they played. If it had not been for the glorious gallantry that was then displayed, it was difficult to know what would have happened. It must ever be a glory for those who belonged to the battalion, whether they took part in that action or not, to look back on that eventful day when the British and Hun were locked in a deadly combat, which was to decide the fate of empires. When they thought of that momentous occasion and the magnificent part which the Worcesters took in that issue, and when they remembered how gloriously they fought and how gloriously they won, they had every reason to congratulate themselves upon belonging to that magnificent battalion. He repeated now what he had said five years ago—by that deed they had added more glorious laurels to the standards which were already emblazoned with magnificent records of war. As their old commander in the field, he wished to remind everyone who was listening to him that it was his most sacred duty to keep those traditions unstained and to uphold that glorious record. That they could best do by keeping up the honour, credit, and efficiency of the battalion to the utmost of their power. He implored of them to keep up what had been such a marked feature of the British Army in all times—that mutual understanding, respect, and affection that had always existed between officers and men, and that had secured the victories that they had won. Officers led their men because they knew that they would follow even to the death, and the men followed their officers because they knew that they were proud of them. They never heard in the British Army of battle police or men with revolvers behind the lines to make the men go forward. That was not the way in which British soldiers fought, and, please God, it never would be. In conclusion, His Excellency congratulated the recipients of the decorations, and stated that it had given him the greatest pleasure to come there and address such a distinguished battalion.

Lieutenant-Colonel H. A. Carr, D.S.O., conveyed the heartfelt thanks of the battalion to His Excellency on coming to inspect and address them on the celebration of the anniversary of Gheluvelt. The number of those who fought on that occasion, and who were on parade, was few, because most of those who fought had passed away, but they had left great traditions behind them. He was sure that the young soldiers who succeeded them were fully determined to live up to those traditions and to make the battalion worthy of those who fought in France and Flanders under the command of His Excellency. He also desired to thank General Hacket Pain, who commanded the battalion in South Africa, for his presence on parade in reaponse to the call of Colonel Carr lusty cheers were given for Viscount French.

THE KING AND ARMISTICE DAY.

STRIKING MESSAGE "TO ALL MY PEOPLE."

A TWO-MINUTES SILENCE NEXT TUESDAY.

REVERENT REMEMBRANCE OF THE GLORIOUS DEAD.

We are officially informed that the King invites all his people to join him in a special celebration of the anniversary of the cessation of war, as set forth in the following message:—

"To all my people—

"Buckingham Palace.

"Tuesday next, November 11, is the first anniversary of the armistice which stayed the world-wide carnage of the four preceding years, and marked the victory of right and freedom. I believe that my people in every part of the Empire fervently wish to perpetuate the memory of that great deliverance and of those who laid down their lives to achieve it.

"To afford an opportunity for the universal expression of this feeling, it is my desire and hope that, at the hour when the armistice came into force—the eleventh hour of the eleventh day of the eleventh month—there may be for the brief space of two minutes a complete suspension of all our normal activities. During that time, except in the rare cases where this may be impracticable, all work, all sound, and all locomotion should cease, so that in perfect stillness the thoughts of everyone may be concentrated on reverent remembrance of the glorious dead.

"No elaborate organisation appears to be necessary. At a given signal, which can easily be arranged to suit the circumstances of each locality, I believe that we shall all gladly interrupt our business and pleasure, whatever it may be, and unite in this simple service of silence and remembrance.

"(Signed) GEORGE, R.I."

HOW THE SCHEME IS TO BE CARRIED OUT.

The Home Secretary has issued the following Note as to giving effect to the King's message in Great Britain:—

"The Government feel that the carrying out of the King's wishes must be left to the sympathetic good-will of the community. No general instructions can ensure the success of a ceremony which can only be truly impressive if it is universal and spontaneous. But in order to afford some guidance to local authorities and the nation generally, the following suggestions are made for ensuring as much uniformity of practice as is possible or desirable under the circumstances.

"The point of capital importance is, that the moment fixed for the commencement of the two minutes' silence, which is 11 a.m. on Tuesday, should be clearly marked by some sound which can be distinctly heard by all persons in the district for which the particular signal is intended. In country villages it is believed that the church clock striking the hour of 11 will be sufficient signal, or, where there is no church clock, the church bells or some other appropriate instrument might be used instead. But in towns, owing to the number of clocks striking at slightly different intervals, and the prevailing noise, some other means must be adopted. In London and the suburbs the signal will be given by maroons. In other towns and populous centres it is hoped that the Lord Mayor, the Mayor, or the Chairman of the Urban District Council will provide for the signal being given by siren, or any other means that may be available.

"Arrangements are being made to stop all trains throughout the country, and instructions have been given to the police in London to stop all traffic in the streets. It is hoped that the local police authorities will do the same. In factories and workshops it must be left to the goodwill of employers and employed to make such arrangements as will best carry out the spirit of the scheme. It is not thought desirable to attempt to close shops or places of business, but shopkeepers and their customers will, it is hoped, agree to a pause during the two minutes' silence. People in the streets can best co-operate by simply standing still when the signal sounds."

IN IRELAND.

His Excellency the Lord Lieutenant trusts that the local authorities in Ireland will, as far as possible, give effect to His Majesty's request in the manner indicated in the Home Secretary's Note.

All Government departments will, of course, cease work at the hour named, and the General Officer Commanding-in-Chief the Forces in Ireland is having arrangements made to signalise the hour wherever military camps are stationed.

IRISH PUBLIC HEALTH COUNCIL.

DRAFT SCHEME CONSIDERED.

A meeting of the Irish Public Health Council was held on Tuesday at the offices of the Minister of Health for Ireland, 33 St. Stephen's Green, Dublin.

The Chairman of the Council, Dr. E. Coey Bigger, presided, and there were also present the following members:—

The Right Hon. Sir Henry A. Robinson, P.C., K.C.B., Sir John W. Moore, M.D., D.P.H.; Sir Joseph A. Glynn, the Countess of Kenmare, Sir William Thompson, Rev. P. Kerlin, D.D., Dr. W. J. Maguire, Dr. Alice Deady, Mrs. M. L. Dickie, Mr. J. Dreaper, Sir James Gallagher, Mrs. MacMordie, Dr. R. J. Rowlette, and Mr. J. Ewing Johnston, M.B.E., M.R.C.V.S.

The Secretary, Assistant Secretary, and Dr. T. Hennessy were also in attendance.

The Council had before them the heads of a draft scheme for a comprehensive health measure for Ireland, the further consideration of which was adjourned until their next meeting.

After consideration of the matter, the Committee decided to recommend the removal of the existing statutory limit in regard to expenditure upon buildings and equipment of county infirmaries, and in regard to payment of county infirmary surgeons, increase of staff, and improvement of conditions of service.

The Council approved of a proposal to constitute the county the administrative area in respect of curative as well as preventive health services.

It was also agreed to recommend the appointment of county veterinary officers and the transfer of veterinary functions to a county health authority.

The Committee in charge of the regulations under the Public Health (Medical Treatment of Children) (Ireland) Act met at 3 p.m., and considered in detail the draft regulations submitted. Arrangements were instructed to be made to permit of the views of school managers' associations and other interested bodies being submitted to the Council.

CHRIST CHURCH CATHEDRAL.

The Lord Lieutenant has intimated his intention of attending Divine Service on Sunday next in Christ Church Cathedral at 11 a.m. The Primate will be the preacher, and the collection will be for the Dublin Hospital Sunday Fund.

IRISH POLICE PAY.

The Committee appointed to report as to reorganisation of the two Irish Police Forces resumed the taking of evidence at 11 o'clock a.m. yesterday. The following witnesses were heard on behalf of the R.I.C.:—District Inspectors Marrion, Harrison, Gregory, Kearney, Grier, Blayney, Assistant Inspector-General Pearson, Barrack Master O'Neill Kelly, Surgeon to the Force, Dr. Peacock. The Committee adjourned until 11 o'clock to-day.

IRISH RECONSTRUCTION (JOINT COUNCIL OF EXECUTIVE PROFESSIONS).

The Joint Council of Executive Professions (Irish Reconstruction) met at 35 Dawson street, Dublin, on Monday, 3rd inst. Mr. J. O. Moynan presided, and there were also present:—Messrs. F. Bergin, S. G. Gallagher, C. H. Harris, T. Tomlinson, and J. P. Jackson, Hon. Sec. Correspondence relating to the Irish Peat Committee's report, the constitution of the Irish Public Health Council, and the Ministry of Transport Act was read and considered. After transacting other routine business, the Council adjourned to the 17th inst.

GAIETY THEATRE CONCERT.

ORCHESTRAL MUSIC.

We have heard so little orchestral music in Dublin of recent years that yesterday's concert came as a much-needed reminder of what we are losing. It is evident that it is not the orchestra that we lack, or the conductors, and one can hardly think a public would be wanting for music of the character given yesterday. The audience in this case was keenly appreciative.

The programme opened with Gounod's March Cortège, "La Reine de Saba," ably conducted by Mr. John Moody, who was content to emphasise its characteristic points to a clear and finished performance. The work does not allow for individuality in treatment, but sometimes the simpler the music, the wilder the conductor. "I would like to see a little more dignity and restraint and more usefulness in the conductor," says Sir Edward Elgar, whose words were brought to mind by Mr. Moody's capable control of the orchestra. The glorious "Leonora No. 3" Overture (Beethoven) was the next orchestral number. Dr. Esposito's interpretation of Beethoven has always been of the highest musical and artistic order, with a broad, clean-cut, masterly style, after the master's own heart. The work is too well known for comment. It was given splendidly, a special note to be made on the wonderfully rushing strings of the close. The first performance in Ireland of "In Fairyland," by Sir Frederic Cowen, was conducted by Mr. W. S. Nabarro. This absolutely charming "Suite de Ballet," supposed to have been largely influenced by Sir F. Cowen's tour in Norway, is a really wonderful piece of descriptive or imaginative writing. "The March of the Giants," with its grotesque touches; "The Wood Nymphs," with the lovely horns, strings, and touches of woodwind; "The Moonbeam Fairies," where drums are subdued to their pattering footsteps, and the weird "Dance of the Witches" made one wish to have heard the other two numbers of the group. Miss Doris Woodall sang "Mon Coeur s'ouvre à ta voix" with a rich vibrant passion, though too great a recurrence of the "clouded" effect of voice. Her encore, "Rory, Darling," was very touching, and free from mannerisms. Miss Edna Bennis sang the difficult cadenzas of "Yilanello" in a bright clear tone that was very pleasant. Still more so was her little encore song. Mr. Albert Bond sang "On with the Motley" (Leoncavallo) after now-accepted traditions, but his "When Other Lips" was individual and finely sung. Mr. Arthur Winckworth sang "I'm a Roamer" (Mendelssohn) in his usual finished style, but it was in "Drinking" that the fine quality of his bass was best heard. Miss Annie Lord played Chopin's "Scherzo B flat Minor" with a fine understanding of its complexity, and some disappointment was felt that she did not respond to the encore. Mr. Weaving proved, as always, a capable and artistic accompanist.

AMERICAN ARMY SUPPLIES.

ATTRACTIVE BARGAINS.

A Paris telegram states that few big department stores can boast a greater variety of goods than does the big dépôt at Aubervilliers, in the Plain of Saint Denis, where the American Army stocks, taken over by the French Government, are now on sale to the public. That is to say, a number of articles to be sold are offered to all-comers, a system in striking contrast with that adopted for the disposal of surplus Government stores in England. Others have already been allotted to co-operative bodies, or the sale will be controlled by the State.

Thus, there are large quantities of tobacco, cigars, and cigarettes, which would be cleared out immediately were it not that they come under control of the Government Department for the sale of tobacco, and cannot be bought by private purchasers. In the same way the large stocks of foodstuffs have been reserved by the Government for Vilgrain booths and the desolate regions. The furnitures has all been set aside for the different Ministries, public offices, and co-operative societies. There are, however, a number of astonishing bargains which remain for the general public. Also there is a secondhand section in which prices are still more astonishing. Fur-lined overcoats may be had for three francs, or under 2s. at the present rate of exchange; high rubber boots for 2.50 francs, and blankets from 10 to 15 francs. No purchaser may buy goods to the value of more than 1,000 francs, this regulation having been adopted in order that the public may be able to have the full benefit of the bargains offered. There is, however, one great difficulty which purchasers have to face, the lack of transport to convey their purchases to their destination. Few carts are to be had, and many of the purchasers solve that problem by returning to their homes with their bundles on their heads or under their arms.

PARLIAMENT.

INDUSTRIAL COURTS BILL.

INQUIRY INTO DISPUTES.

THE REJECTION MOVED.

SECOND READING CARRIED.

In the House of Commons yesterday,

Sir Robert Horne, Minister of Labour, in moving the second reading of the Industrial Courts Bill, said that the bill set out to do three things—to set up permanent Industrial Courts in this country, to set up a court of inquiry into trade disputes, and to make it illegal to pay wages at a less rate than was being paid now under decisions of the Interim Court of Arbitration, until 30th September, 1920. The original Act dealing with the maintenance of the existing rates of wages would come to an end on November 21st, and it was felt that something must be put in its place. Nothing affected trade and industry so badly as unsettlement, and it might be an advantage to an employer, in the arranging of his contracts, to know what conditions were to prevail during the ensuing year. It was the representative of the trade unionists who first urged the Government to continue the operation of the Wages (Temporary Regulation) Act for another year. He, accordingly, saw the representatives of the employers, who were distinctly opposed to the continuance of the Wages Regulation Act in the form in which it then stood. It contained the anomaly that, whereas it was competent for the workman to force the employer to come to courts of arbitration to have a wage question decided, and whereas it was incumbent on the employer to observe the decision given, there was no legal compulsion on the workman, who was neither obliged to come to the court when the employer put in his application, nor was he legally bound by the decision at which the arbitration court might arrive. Accordingly, they had in the present bill a proposal to make it illegal, up to 30th September next, to pay less than the present rate when fixed by an arbitration court.

NO LEGAL COMPULSION.

The bill put no legal compulsion on either side. It allowed either party to go to the court to have a rate substituted for the rate previously fixed by the Interim Court. Applications, either for an increase or for a decrease, could be referred to the Industrial Court, but, of course, the arbitration was entirely voluntary. He did not agree with people who argued that a voluntary arbitration would not be worth much. The representatives of the workers took strenuous objection to the compulsory clauses which were originally in the bill, as an infringement of the rights obtained under the Trade Disputes Act, and those clauses, as affecting both employers and work-people, were eventually withdrawn. It should be made clear, however, that it was not any desire on the part of the trade unions to evade decisions of the Courts that led to their opposition, and he believed that, notwithstanding the absence of compulsion, these decisions would be observed. He believed in the good faith of the unions in this matter. During the last eleven months the Interim Court of Arbitration had decided 853 cases, and in only three of these cases had there been any strike against the award. (Cheers.)

DEFECTS OF COMPULSORY ARBITRATION.

Nor had compulsory arbitration been such a complete success in other countries as to justify us at present in proposing it. In Australia it had proved a failure, and a less stringent measure, in operation in Canada, had been conspicuously successful. The reason in both cases was, he believed, because the people were not ready for it. What we really had to do was to foster the arbitration spirit and to encourage every means by which people would voluntarily agree to settle their disputes by reference to an Arbitration Court, rather than by the violence of strikes. (Hear, hear.) As to the Court of Inquiry that was to be set up with the object of enlightening public opinion as to the merits of a dispute, the Courts could be set up by order of the Minister of Labour, and it would have power to compel people to attend and to produce books and documents. Apart from its immediate effect, it was hoped that this bill would bring a better atmosphere and a happier spirit into our industrial relations. (Cheers.)

Mr. Clynes said that he opposed not only to continue the existing Wages Act, but also to establish a new system of arbitration, and to institute an entirely novel method of inquiring into the causes of disputes. Speaking on behalf of the Labour Conference that met the Minister of Labour, he had to say that they regarded this as an unnecessary mixing up of very big questions.

Mr. Clement Edwards said that, after all that had been done towards the establishment of Whitley Councils, it was a sad pity and a tragedy that the House should be called upon to face all the great problems of industrial arbitration and conciliation as a mere accidental result of the negotiations during the railway strike.

Mr. Neville Chamberlain said that he regretted the omission of the clauses which had been dropped, but he did not agree that without them the bill was useless. He thought that the Courts of Inquiry would prove valuable in informing public opinion.

THE REJECTION MOVED.

Mr. Remer moved the rejection of the bill on the ground that it was a patchwork attempt at the solution of a great problem.

Sir Frederick Banbury opposed the whole bill because, he said, he thought it would do no good at all.

Sir Donald Maclean said that when one found in industrial matters the hierarchy of the employers joining with the high priesthood of the trade unions in active opposition to, or tepid approval of, a measure, it was safe to infer that there was something in it for the general public. Therefore he advised the Government not to be discouraged by the reception the bill had met with. He particularly welcomed the setting up of the Courts of Inquiry. Therefore he should vote for the second reading.

MR. WARDLE.

Mr. Wardle said that the fears of hon. members were perfectly groundless. The bill did nothing to interfere with the conciliation machinery now in active operation.

Mr. Johnstone, Mr. Wignall, Dr. Murray, Mr. R. McLaren, and Mr. Galbraith approved the principle of the bill.

The amendment was rejected, and the bill was read a second time.

ARMY VOTE REPORT.

On the report of the vote on allotment of £118,000,000 for the Army,

Sir Donald Maclean said that he understood that the Cabinet had been at work on the Estimates, and he would like to know when they were likely to be presented to the House.

Commander Kenworthy asked what was the Government's policy in Mesopotamia as to the return of our troops.

Captain Wedgwood Benn asked how many troops we were keeping in Ireland and in Egypt, how many tanks, aeroplanes and other munitions were kept in Ireland; and what was the cost of our Army in Ireland.

Mr. Forster said that he hoped it would be possible to present the Army Estimates by the end of November. They would be in detailed form. The War Office was doing its utmost to get all white troops away from Mesopotamia as speedily as possible. The number of troops in Ireland was about 60,000. He had not the information at hand.

The vote was agreed to.

KEY INDUSTRIES AND COLLAPSED EXCHANGES.

Replying to Mr. George Terrell, Mr. Bonar Law said that he hoped that the Anti-Dumping Bill and the measure dealing with key industries and collapsed exchanges would be introduced next week.

NURSES REGISTRATION BILL.

Dr. Addison introduced the Nurses Registration (No. 2

DUBLIN PORT BOARD.

LIVERPOOL DUES ON OCEAN STEAMERS.

THE COST OF RECLAIMED LAND.

IRISH PACKING COMPANY NOT COMING TO DUBLIN.

At the weekly meeting yesterday of the Dublin Port and Docks Board (Mr. John Bolley, J.P., in the chair) letters were read from Messrs. Gunnness and Co., Ltd., Messrs. W. and R. Jacob and Co., Ltd., and the Dublin Carriers' Association, complaining of the serious interruption in their business consequent on the closing of the drawbridge at the Custom House Docks, and pointing out the desirability of having a temporary structure put up.

Alderman Moran said that he was of opinion, after hearing the correspondence read, that the firms concerned were misinformed. The fact was that the Board was taking very definite steps in the matter to have the matter expedited, inasmuch as the bill that they were now trying to jick into shape, provided for that very subject, and if the bill were law in the morning they could proceed to fill in the lock which was no use to them. The thing to do is to expedite the passing of the bill and by that means expedite the use of the bridge.

Alderman Byrne—It will expedite the passing of the bill if you extend the franchise.

Mr. McCullagh said that it was hardly the way to deal with the public to treat them that way in respect of traffic, bill or no bill, and, if the bill were required for it, it should be expedited. He suggested that the matter should be referred to the port engineer.

Mr. Sherlock—You will never get the bill passed without the franchise.

The matter was referred to the engineer.

IRISH PACKING COMPANY.

The Secretary stated that as directed he had written to the Irish Packing Company, Ltd., informing them that as the Board had received offers for the land offered to them, they gave them 14 days in which to give a definite reply as to whether or not the company would acquire the ground. To that communication the Packing Company had replied that the subject had been discussed by the directors of the company on the 29th October, and they had decided for the present to confine themselves to the factory at Drogheda. They would, therefore, not require the land at the north side of the Alexandra Basin, but at some future date the directors hoped to be able to open up negotiations for some other suitable site in Dublin.

The letter was marked "noted."

A MEMBER'S COMPLAINT.

Relative to two meetings of the Special Bill Committee, held on 1st and 4th inst., and adjourned till 7th inst., Mr. Sherlock complained of the holding back of information from the members of the Board of what was done at those meetings. The only information given was that certain reports were received and adjournments made from day to day. He did not think it was fair treatment of the Board.

Mr. Wallace said that the Committee might give the Board some information, and not leave the members at a disadvantage when the bill came to be discussed. Occasional reports, he thought, should be given as to what the committee were doing.

The Chairman said that a report was being prepared, and the committee were losing no time, having been attending to their business.

Mr. Wallace—But nothing is coming forward.

The Chairman—We will have a report immediately before the Board.

Alderman Byrne said that with regard to the matter he would give the following notice of motion:—"Having regard to the decision of the Government that all Irish local bodies shall in future be elected by the system of proportional representation, it is resolved that representatives of this Board be requested to confer with the Proportional Representation Society of Ireland in order to ascertain in what manner the system could with advantage be applied to future elections of this Board." He thought that during the week the committee might consider his suggestion in connection with their bill.

OVER-SEA TRADE.

Mr. Lorcan Sherlock inquired if the Chairman had interviewed Mr. Burgess, the Director of Transport, on the question of the Liverpool dues and charges charged in Dublin levied by the Anglo-American Oil Co. on goods which never touched Liverpool.

The Chairman said that he had seen Mr. Burgess on two occasions, and he told him he had no power under the Act to deal with this matter. He suggested they should go to the Anglo-American Oil Co. He (the Chairman) did so, and the firm put the contract before him. It has a special arbitration clause, and under the circumstances he could not see how the Board could do anything in the matter. The company was prepared to show the contract to any member of the Board provided it was not made public.

Mr. Sherlock asked if in matters of this kind Mr. Burgess had no jurisdiction? If so, he would like to have his point more clearly explained. He moved a resolution stating that Messrs. Lalor had an opportunity of testing the legality of the charges, and stating that at the same time the Board repudiated the declaration of policy of the Finance Committee that such questions were purely private transactions and of no public concern to a Board charged with the safety and responsibility of safeguarding and developing ocean trade direct with the port of Dublin. Efforts, he said, were being made to establish direct trade between Ireland and America with the object of getting raw materials at the lowest possible running charges, to enable manufacturers to hold their own in open competition in every sphere of activity, and as far as non-manufactured articles were concerned, to enable them to have them at the lowest possible overhead or running charges. These were vital matters to the community as a whole, and therefore of concern to the limited franchise which elected that Board—the business people of Dublin. The energy of the Board had been too long developing in the direction of increasing cross-Channel traffic to the detriment of the overseas traffic. Two of the five members of the Board's Committee which propounded this extraordinary policy—that a matter vitally affecting the interest of the port and the commerce of the country was a purely private and personal matter—were agents for cross-Channel companies.

Alderman Moran said that he was not guilty of the charges levelled against the Finance Committee. He referred to the sacred law of contract, and said that, in his opinion, if a contract restricted trade, that contract must go by the board.

Alderman O'Beirne seconded Mr. Sherlock's motion, and said that his reading of the matter was that the Anglo-American Oil Co., which had friends on the Board who might be interested in cross-Channel traffic, were trying to develop that traffic to the detriment of overseas trade.

Mr. Goodbody moved the adoption of the Committee's report.

Alderman Byrne hoped that the Board would not stultify itself by adopting the report.

Mr. Baird considered that the Board had no right to give an opinion on the subject one way or the other. It was a matter of a private contract between the customer of the Board on the one hand and the firm's customer on the other. They had investigated the matter as far as it applied to the American Oil Company, and found that this contract was properly and duly made; and, further, in the event of any dispute to the position between them, there was an arbitration clause to deal with it. Were they going to prejudge that clause? They had only had one side of the case from Mr. Sherlock.

Mr. G. Byrne said that it was a legal question between a consignee and a shipper, and the Board had no locus standi. They could only deprecate what had taken place, as they had done already.

Mr. Lee described the matter as, in his opinion, a very immoral transaction. While recognising that the Board could not interfere, he suggested that an *addendum* be added to the Committee's report to read as follows:—"They consider that the Board cannot further interfere in what is a private transaction as between the parties. The Board condemns the practice of charging dues which have not been incurred."

Mr. Sherlock said that he would accept that, but

Mr. Baird said that the Board was condemning something which they knew nothing about. For that reason he dissented.

Alderman Moran said that the dues which were charged were not incurred.

Alderman Moran said that it might seem a trivial case, but, if they were going to tolerate it, they did not know where it would stop. It would injure and restrict the trade of the port. He would be sorry to see from the Law Agent of the Board had any remedy against those people for the restraint of trade at the port.

Mr. Andrews (Law Agent) said that he could not answer that question without having the documents.

Mr. Hewat said that, in exoneration of the Board, they had given full opportunity for ventilating what apparently existed. Messrs. Lalor's consignment was the smallest of the three or four shipments, and two of the firms were perfectly satisfied with the conditions, while Messrs. Lalor resented delivery in this extraordinary way, and only made a protest when they got the stuff. It seemed to be an extraordinary state of affairs, and he had no hesitation in saying that it was a state of affairs which, so far as the state of the port was concerned, is detrimental to its interests. He was in agreement with Mr. Lee's amendment to the Committee's minutes, and it was absolutely necessary to make a declaration of that character. He did not approve of going too much into the merits of the transaction, but he believed that the object sought had been secured in giving publicity to the matter.

Mr. Sherlock said that he would like to know had Mr. Hewat the authority of the firms for saying that they were satisfied. Was he (Mr. Sherlock) not entitled to say also that the other firms took the stuff because they wanted it?

Mr. Hewat said that he had no interview with the firms.

Mr. George Byrne said that they had no complaint from Lalor's, who might resent interference by the Board.

Alderman O'Beirne said that they had a specific complaint from the Dublin Industrial Development Association. He did not care if fifteen firms had been charged these dues. What they did was to pass them on to the public, and the principle in itself was bad and should be ended.

Mr. Sherlock—But the principle is good in the interests of cross-Channel companies.

The Chairman declared the report of the Committee, with Mr. Lee's amendment, adopted. Mr. Baird remarking that he dissented from the amendment.

COST OF RECLAIMED LAND.

Alderman Moran handed in the following notice of motion:—"That, in view of the increased cost of reclaiming land, the Board immediately take steps to fix what would be a fair rent to charge for all Port Board lands at present unlet."

When attending meetings of the Committee in connection with the Parliamentary bill, he found in his interviews with the heads of departments some figures which absolutely appalled him in connection with the reclamation of land at the port. He had, in fact, discovered that they had been giving their land away. They had spent about £4,000 an acre in reclaiming land which they had been giving away for £160 an acre. He found from the figures that the cost of reclamation of the 55 acres which were at present being reclaimed was something like £110,000, and it would require another £110,000. And they were letting that same land at £100 an acre.

Mr. Hall—You are anxious to give it to the Packing Company.

Mr. Baird said that they were accused of holding up lands, and not doing the same as had been done in connection with the Belfast Harbour Board. He would ask Alderman Moran to secure from the Belfast Harbour Board what were the conditions in connection with port lands there.

Mr. Sherlock said that, if he could induce manufacturers to come to Dublin by giving land for nothing, he would do so.

Alderman Byrne said that Mr. Hall had said they were anxious to give land to the Packing Company, but that company would give considerable employment. It would be a great benefit to the country, and the Board would do the same thing to-morrow if it got the chance.

The meeting afterwards concluded.

THE NATIONAL UNIVERSITY

PROFESSOR KUNO MEYER'S DEATH.

SERVICE STUDENTS AND THE STUDY OF IRISH.

At a meeting of Convocation of the National University of Ireland, to be held in University College, Dublin, on Tuesday evening next, the following resolutions will be submitted:—

Proposed by Professor John MacNeill, B.A.:—

That this meeting of Convocation of the National University of Ireland, having learned of the death of Professor Kuno Meyer, offers profound condolence to the relatives of the illustrious deceased, and to his colleagues in the University of Berlin. That this resolution be notified to Professor Edward Meyer, of Berlin University.

Proposed by Mr. Henry J. Friel, B.A.:—

That Convocation take into consideration at this, the earliest opportunity afforded it, the following new paragraph in the recently issued Matriculation Regulations for 1920:—"A.—During the period of the war, and for a term of one year after its conclusion, the Senate may accept students who are, or have been, members of the combatant forces of the Crown, and have been selected for University instruction in the constituent colleges by the Ministry of Munitions, or by any department of the Government which may hereafter exercise the functions of the Ministry of Munitions, and count such selection in lieu of matriculation examination, and may allow them to proceed with University studies, and to count the time spent thereon towards that required in order to obtain a Degree." That, upon consideration of this clause, Convocation condemns the recent bad faith and illegal action of the late Senate of the University, whereby that body purported to grant matriculation, with the full power to proceed to valid University studies and degrees, to certain persons who are to be "selected" for this purpose by an English Minister operating in London. That this attempt to enable certain persons, who may have been resident in Ireland down to 1920 from 2016 or earlier, to enter the National University of Ireland without passing at matriculation in the Irish language, is a violation by the late Senate of the agreement of 1910 and 1913, whereby the University became Irish, and secured the financial support of the Irish Councils. That those who co-operated with the late Senate in framing this clause of the Matriculation Regulations are equally guilty with that body of attempting to break the pledged word of the University. That this attempt to dispense a certain favoured class of persons from an examination for matriculation, and to replace examination by selection, is an infringement of the University Statutes, which uniformly and repeatedly (Statutes I., 37, and III.) require examination for matriculation. That no form of examination proposed as an equivalent for matriculation ought to be considered and accepted, unless its subjects, standards, and curriculum are published, and available for investigation by all the members of the University. That, in the interests of the Irish people and the Irish language, and also in the special interests of the members of the National University of Ireland, Convocation declares that this clause should be at once rescinded and annulled by the new Senate, as being a breach of faith and illegal; and that Convocation further declares that if any attempt is made to give effect to the regulation in question, immediate steps will be taken to restrain such action. That this resolution of Convocation be transmitted to the Senate.

IRISH LABOUR TROUBLES.

BUILDING TRADES DEADLOCK.

After a long conference between the Dublin employers and the representatives of the operatives in connection with the application for an increase in wages, a deadlock was reached yesterday, as, although the employers had undertaken to give sympathetic consideration to the application, it could not be gone into owing to the absence of one trade, a party to the general wages conference.

POLICE RAIDS IN IRELAND.

Mr. Denis Henry, in the House of Commons yesterday, replying to Mr. Neil MacLean, said the Chief Secretary had been endeavouring to ascertain how many raids had been made by the police and military on private houses in Ireland in the last twelve months, but he found that it would impose such an amount of work on the already over-burdened police that he could not ask them to undertake the detailed investigation which it would involve.

LETTERS TO THE EDITOR.

THE IRISH HORSE.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—The fame of the Irish horse is almost as old as our country. Are we upholding this reputation? I do not think that anyone can claim that we are—I exclude the Irish racehorse. Why should this be, considering the amount of money we have spent in "improving" the breed during the last twenty years or more? It would be interesting to know the total amount.

The explanation, to my mind, is due to the fact that the Department of Agriculture have undertaken to teach Irish horse-breeders their own especial business—inexperience teaching experience. The Department have to a large extent destroyed individual effort with an inefficient machine, and, in my opinion, here lie most of our horse-breeding troubles. The breeder has been made to believe that it is unnecessary to investigate, from his point of view, the merits or demerits of a Department sire, and that no mare is like a nominated one. It appears to pay him to patronise both when he starts to breed a horse. He gets a free service, and thinks that his "instructors" at the Department know it all, and that he is safe in their hands. What a delusion! I would ask this breeder where did the old Irish cart-horse come from, who bred and fostered him, and who killed him? Where has the Connemara pony gone—the best the world knew—and who exterminated him? Who was responsible for introducing the hackney to "improve" your breed, and who tried to foist the nondescript, half-bred Normandy horse on you? Who introduced the soft, sloppy, hairy-heeled breeds to pollute your horses? The same Department that has undertaken to teach you how to breed a better horse than your forefathers bred.

I ask the same breeder, where have all the high-class half-bred colts and fillies you bred twenty-five years ago, or more, gone to? What has become of the mare for whose foal you were offered £25 or £30, if it was a filly or colt, as the case might be? Men fell over one another to get the refusal of her progeny months before she foaled. Who bred her, and where did the sire of her progeny come from?

Here in my own county I can remember, in my own time, a host of sires that every breeder regretted when they died—*e.g.*, Will Scarlett, Chit Chat, Oliver, Gold Finch, Home Rule, Tamerlane, Lochinvar, Lapcock, Ninepin, etc. Who selected these horses for stud purposes? The shrewd Roscommon breeder, with an experience of horse-breeding and horses—a man that knew exactly the type he wanted, and that his banking account wanted. Can anyone mention the names of Department sires that stood in this county? Can anyone name a half-bred horse a profitable undertaking, or the names of their sires that made such an undertaking very unprofitable? One is an easy question to answer, the other rather difficult.

Why are we not able to produce at least as good a horse now as we did twenty-five years ago, and in the same numbers? In my opinion, both the sire and mare are at fault. In many cases neither suits local conditions. The sire is not bought with a view to suiting the soil his progeny have to grow on. Quality, size, substance, and bone are all vital considerations in selecting a stud horse to suit his environment. The mare is at fault owing to the sad mixture of "experimental" blood—hairy-heeled, etc.—that has been introduced, and has left us the legacy of a generation of unsoundness of breeding to type. Add to this the practice of appointing men to buy the sires and to select the mares for nominations that can have only a very small knowledge of local conditions, and, I regret to say, in some cases, a small knowledge of any other conditions regarding horse-breeding.

I would suggest that every county appoint a small committee of its most successful breeders to spend their money to improve their horses—that is, to buy their sires and to nominate their mares. Such men will buy the type of horse that they know will suit their county, and will select the mare that they know will be likely to breed the type they want. Further, they will buy their sires in the open market, and can consequently get exactly what they want—not what can be got out of a "scrapping" lot, as at present. Men not appointed for this work be selected for one reason only—because they know a horse, know the type they want, and know the most likely way to breed him. Forget politics, religion, secret influence, and "blarney" when selecting them.

I would further suggest that all the sires on the Department register, as well as those that are unregistered in every county, be subjected to a rigorous inspection and veterinary examination for soundness, to the satisfaction of the county committee, scrapping the unsound and otherwise unsuitable ones. I would like to see a certificate of soundness published every year with the advertisement of any sire, registered or unregistered, that is offered to the public for stud purposes, as one saw twenty-five years ago. No certificate may mean an unsound horse. Why do not the Department publish a certificate for their registered sires? Is no individual willing to make himself responsible?

I gather that the Department have, quite recently, made an inspection of the unregistered sires in Ireland. How many have they cast and for what reasons? Have any been cast on their reputation as bad stock-getters from unsoundness or other reasons? To my mind this is one of the most important points a breeder has to look to when he selects his sire or mare. Unfortunately, it is a point that takes a long time to find out. However, if breeders of half-bred stock were more careful to follow a strain of proved sound and successful blood, it would help to get as near the truth of this point as it is possible to get, until the sire or mare had proved himself or herself a success. Have the Department subjected their registered sires to any inspection or examination under this new breeding scheme? If not, why not? They do not suggest that their sires are above suspicion. In our experience we have known very unsound and otherwise unsuitable sires on their register. Are all the sires at present on the register of the Department in this county sound? Why not inspect them and cast the unworthy ones, as is done with the unregistered sires? Has not the breeder that uses a Department sire the right to know that he is at least sound? I understand that, if a sire gets through one examination for soundness, he is considered a sound horse for the purposes of the Department as long as he lives.

From what I have written it will be clear that I believe that the same effort that made our horses famous in the past is applicable to-day—native shrewdness, intelligence, and experience, centuries' old, properly applied. I have alluded only to the half-bred and cart-horse. When one considers the reputation of the present-day racehorse, as bred in Ireland, and the intelligence shown in breeding him, I maintain that our half-bred horses and cart-horses would enjoy a similar reputation if bred with the same intelligence and non-interference by inexperienced or "faddy" minds.—Yours, etc.,

E. A. RYAN, M.R.C.V.S.
(Late T./Capt. R.A.V.C., attached to British Remount Commission, 1914-1919).
Strokestown, Co. Roscommon,
November 4th, 1919.

AN INFLUENZA PRECAUTION.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—Influenza is reported to be slightly on the increase in England, and, in view of the danger of another devastating epidemic in Ireland, I should like to call attention to the powers of local authorities to provide nurses for patients in their own homes. Under Section 67 of the Public Health Acts Amendment Act, 1907, a local authority may provide nurses for attendance on patients suffering from any infectious disease, who, owing to want of accommodation at the hospital or danger of infection, cannot be removed to the hospital, or in cases where removal to the hospital is likely to endanger the patient's health. A reasonable sum may be charged for the nurse's services. It will be remembered that very many patients during the last epidemics were unable to get hospital accommodation, while many of those who were taken to hospital died there because they were really not fit to be moved, and would have been left in their homes if only they could have been properly looked after there.

This provision of the Act of 1907 only becomes operative in a district when it is put into force by the Local Government Board at the request of the local authority. If it is to be applicable to influenza, it will also be necessary to extend the definition of "infectious disease" under the Infectious Disease (Notification) Act, 1889, Section 6. This extension can be secured, permanently or temporarily, by the local authority with the sanction of the Local Government Board, or even, in emergency, without the prior sanction of the Local Government Board.

Local authorities should, therefore, take steps to secure the necessary powers in good time, lest a new wave of influenza should find them unprepared.—Yours, etc.,

M. MONTSERRE,
Secretary, The Irish Nurses' Union,
29 South Anne street, Dublin,
November 6th, 1919.

MUSIC IN DUBLIN.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—May I venture to suggest to "Parterre," whose letter regarding your criticism of "Carmen" appeared in your issue of Friday last, that the dissatisfaction that many Dublin opera-lovers feel with the Carl Rosa Company at present visiting Dublin is due not so much to a desire to appear hyper-critical as regards the efforts of the artists, who deserve credit for doing their best, as to a feeling of disappointment that the company, who have always, up to the present, favoured us with a visit from their leading combination, should on this occasion have contented themselves with sending over a second company? Dublin has always been held one of the premier cities in the United Kingdom as regards the support given by its citizens to opera and music generally—as witness the recent Quinlan concert, when the Theatre Royal was packed to the doors at enormous prices—and it is no reflection on the artists now performing at the Gaiety to say that such well-known Carl Rosa performers as William Boland, Beatrice Miranda, Hughes Macklin, Florence Barron, Hebden Foster, Clara Simons, etc. (who are, I believe, appearing this week at some small town in England), are very much missed.

It is greatly to be hoped that the Carl Rosa Company will make every possible effort, on the occasions of their future visits, to give us of their best, more especially as their action, if meekly acquiesced in by musical Dublin, is likely to be copied by other opera companies.—Yours, etc.,

"MUSIC-LOVER."

Dublin, November 6th, 1919.

DIRTY BANK NOTES.

TO THE EDITOR OF THE IRISH TIMES.

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Why are we not able to produce at least as good a horse now as we did twenty-five years ago, and in the same numbers? In my opinion, both the sire and mare are at fault. In many cases neither suits local conditions. The sire is not bought with a view to suiting the soil his progeny have to grow on. Quality, size, substance, and bone are all vital considerations in selecting a stud horse to suit his environment. The mare is at fault owing to the sad mixture of "experimental" blood—hairy-heeled, etc.—that has been introduced, and has left us the legacy of a generation of unsoundness of breeding to type. Add to this the practice of appointing men to buy the sires and to select the mares for nominations that can have only a very small knowledge of local conditions, and, I regret to say, in some cases, a small knowledge of any other conditions regarding horse-breeding.

I would suggest that every county appoint a small committee of its most successful breeders to spend their money to improve their horses—that is, to buy their sires and to nominate their mares. Such men will buy the type of horse that they know will suit their county, and will select the mare that they know will be likely to breed the type they want. Further, they will buy their sires in the open market, and can consequently get exactly what they want—not what can be got out of a "scrapping" lot, as at present. Men not appointed for this work be selected for one reason only—because they know a horse, know the type they want, and know the most likely way to breed him. Forget politics, religion, secret influence, and "blarney" when selecting them.

I would further suggest that all the sires on the Department register, as well as those that are unregistered in every county, be subjected to a rigorous inspection and veterinary examination for soundness, to the satisfaction of the county committee, scrapping the unsound and otherwise unsuitable ones. I would like to see a certificate of soundness published every year with the advertisement of any sire, registered or unregistered, that is offered to the public for stud purposes, as one saw twenty-five years ago. No certificate may mean an unsound horse. Why do not the Department publish a certificate for their registered sires? Is no individual willing to make himself responsible?

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E. A. RYAN, M.R.C.V.S.
(Late T./Capt. R.A.V.C., attached to British Remount Commission, 1914-1919).
Strokestown, Co. Roscommon,
November 4th, 1919.

AN INFLUENZA PRECAUTION.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—Influenza is reported to be slightly on the increase in England, and, in view of the danger of another devastating epidemic in Ireland, I should like to call attention to the powers of local authorities to provide nurses for patients in their own homes. Under Section 67 of the Public Health Acts Amendment Act, 1907, a local authority may provide nurses for attendance on patients suffering from any infectious disease, who, owing to want of accommodation at the hospital or danger of infection, cannot be removed to the hospital, or in cases where removal to the hospital is likely to endanger the patient's health. A reasonable sum may be charged for the nurse's services. It will be remembered that very many patients during the last epidemics were unable to get hospital accommodation, while many of those who were taken to hospital died there because they were really not fit to be moved, and would have been left in their homes if only they could have been properly looked after there.

This provision of the Act of 1907 only becomes operative in a district when it is put into force by the Local Government Board at the request of the local authority. If it is to be applicable to influenza, it will also be necessary to extend the definition of "infectious disease" under the Infectious Disease (Notification) Act, 1889, Section 6. This extension can be secured, permanently or temporarily, by the local authority with the sanction of the Local Government Board, or even, in emergency, without the prior sanction of the Local Government Board.

Local authorities should, therefore, take steps to secure the necessary powers in good time, lest a new wave of influenza should find them unprepared.—Yours, etc.,

M. MONTSERRE,
Secretary, The Irish Nurses' Union,
29 South Anne street, Dublin,
November 6th, 1919.

MUSIC IN DUBLIN.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—May I venture to suggest to "Parterre," whose letter regarding your criticism of "Carmen" appeared in your issue of Friday last, that the dissatisfaction that many Dublin opera-lovers feel with the Carl Rosa Company at present visiting Dublin is due not so much to a desire to appear hyper-critical as regards the efforts of the artists, who deserve credit for doing their best, as to a feeling of disappointment that the company, who have always, up to the present, favoured us with a visit from their leading combination, should on this occasion have contented themselves with sending over a second company? Dublin has always been held one of the premier cities in the United Kingdom as regards the support given by its citizens to opera and music generally—as witness the recent Quinlan concert, when the Theatre Royal was packed to the doors at enormous prices—and it is no reflection on the artists now performing at the Gaiety to say that such well-known Carl Rosa performers as William Boland, Beatrice Miranda, Hughes Macklin, Florence Barron, Hebden Foster, Clara Simons, etc. (who are, I believe, appearing this week at some small town in England), are very much missed.

It is greatly to be hoped that the Carl Rosa Company will make every possible effort, on the occasions of their future visits, to give us of their best, more especially as their action, if meekly acquiesced in by musical Dublin, is likely to be copied by other opera companies.—Yours, etc.,

"MUSIC-LOVER."

Dublin, November 6th, 1919.

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LAW REPORTS.

WESTMEATH GOLF CLUB.—In the King's Bench Division, yesterday, judgment was given by Mr. Justice Gibson, Mr. Justice Kenny, and Mr. Justice Pim, in the case of Wilson and another, appellants; Joyce, respondent. The matter came before the court on a case stated by the magistrates at Mullingar Petty Sessions, at the request of Mr. W. A. Wilson and Mr. W. Murray, trustees of the Westmeath Golf Club, Mullingar, upon an order made by the magistrates directing the defendants to remove from the club to cut the trees and hedges growing on the fences of the club grounds on the road from Mullingar to Killucgan. The defendants contended that the owner of the lands was liable and not the golf club, who had merely the use of the lands for playing golf on, and for grazing cattle and sheep. The magistrates made an order against the defendants, and stated a case for the opinion of the High Court as to whether the notice requiring the trees and hedges to be cut down was properly addressed to the Secretary of the Golf Club, and whether the club or the owner of the land was the party liable to cut the trees and hedges. Mr. Justice Gibson said that the question whether the owner of the land or the lessee was the proper person to cut the trees was a very big one, but it was not necessary for the court to decide it in the present case, as they were clearly of opinion that the notice requiring the secretary of the club to cut them was invalid, as not having been served on the proper person. The Court accordingly reversed the order of the magistrates, with ten guineas costs, his lordship adding that the larger question might arise in some other case. Messrs. E. S. Murphy, K.C., and Mr. Geoghegan (instructed by Messrs. N. J. Westmeath, Goff, and Co.) appeared for the Westmeath Golf Club; Mr. Wood, K.C., and Mr. Finlay (instructed by Mr. Mason) appeared for Mr. Joyce, County Surveyor, the respondent.

ACTION AGAINST DUBLIN TRAMWAY CO.—The Lord Chief Justice delivered judgment in two appeals from judgments of the Recorder of Dublin in cases in which Joseph Arnold and John Behan, car owners, residing near Sutton, obtained decrees against the Dublin Tramway Company for the loss of a horse each, which were killed on the night of the 30th April last. The Recorder gave Arnold a decree for £50, and Behan a decree for £15. The Tramway Company appealed. It appeared that on the night of April 30th the last tramcar from the city to Howth was proceeding by Sutton Cross. The two horses were grazing on a sloping embankment, and the noise of the approaching car startled them. They slid down the slope and they came in contact with the hind portion of the car, and were so injured that they died. The evidence of the driver of the tramcar was that when he saw the horses he slowed down, and that the front of the car had escaped them. His lordship held that the owner or driver of a vehicle on the public road was bound to take reasonable care that it did not injure any animal, whether he was attending it or not. It was apparent that the car was going at a rapid rate, because the evidence was that it went twelve or fifteen yards before it stopped after the horses struck against the horses. He held that there had been negligence, and affirmed both decrees, with costs, to the plaintiffs. Mr. K. Dockrell (instructed by Mr. J. H. M'Laughlin) appeared for the plaintiffs; Mr. Jas. O'Connor (instructed by Mr. Gerald Byrne) appeared for the Tramway Company.

COLLISION WITH A BICYCLE.—At Nisi Prius the Lord Chief Justice heard an appeal from a decision of the Recorder of Dublin awarding £8 to Miss Christina Farrell for injury caused to her bicycle on the 6th of May last in Mary street by a horse of Mr. John D. Bradley, wholesale confectioner, which was harnessed to a van which was being driven by Michael Cullina, his servant. It appeared that the plaintiff was riding her bicycle from the direction of Capel street, and that the defendant's car was proceeding in the opposite direction when they collided. The question was as to which of the parties was guilty of negligence. The driver of the van was coming at a trotting pace behind a cab, which suddenly stopped, and in trying to pass out by the side of the cab the plaintiff appeared to him. She seemed to have lost her head and jumped off her bicycle, which fell on the roadway, and the horse put his two fore-legs into it, and thrashed it. Two girl witnesses proved that the van driver was not at fault, and the Lord Chief Justice held that there was no negligence, and reversed the decision of the Recorder. Mr. Arthur Clery (instructed by Messrs. Ludwell and O'Reilly) appeared for the plaintiff; Mr. Geoghegan (instructed by Messrs. W. Smyth and Son) appeared for the defendant.

DISPUTE AS TO MALTING BARLEY.—In the Court of Appeal, before the Lord Chancellor, Lord Justice Ronan, and Lord Justice O'Connor, an appeal by the plaintiffs was heard in the case of Calder and Co. *v.* McIlvay, from an order of no role of the King's Bench Division, the Court being equally divided on an application for a new trial. The action had been tried by Mr. Justice Gordon and a County Special Jury on the 27th and 28th of November, 1918, and resulted in a verdict for the defendant, Mr. Edmund McIlvay, of Mountmellick, a shipper of barley from the midlands. The action was brought by Messrs. James Calder and Co., Ltd., a Scotch firm, to recover the amount alleged to have been overpaid by them on the sale of a cargo of malting barley at so much per barrel, to be carried by a certain ship from Dublin and delivered in Glasgow, where the grain were to be weighed. It appeared that there was a controversy as to the weight or measurement, which was stated to be short, although the maximum was charged for. The jury found that the defendant loaded 366 tons of barley on the ss. Archdarian in Dublin, but they gave no answer to the question of how much was the amount loaded short of 366 tons. The judge entered judgment for the defendant with costs, execution being stayed till three sittings. The plaintiffs, in their appeal, sought to have the answer

A New Opening

Egan & Co.

(Late of Boyers & Co.),

43 Henry Street,

Milliners, Costumieres, and General Drapers,

have now Opened their New Premises with choice stocks of High-class

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SACKS

HUNTING.

THE MEATH.

(FROM OUR CORRESPONDENT.)

The week opened with a meet at the seat of Major Napier, Loughcrew, on Monday, when the hounds drew Cramn blank, but hounds found in the Bog Wood, at the head of Queen's Island, and there were several foxes roused on the hill, the one finally taken to the ground drawn the valley, over its Oldcastle road, and into Mayne's Kilmahe wood, where he got to ground. Drumlerry and Fallow Island were next tried, a turnip field close to Sir Reginald Everard's Ballybin plantation held a fox. He ran first with a point for Virginia road Station; turned to the left, leaving Ballynist gorse on the same hand, and on on Ballinlough quarry. Bonis pushed him through it, hunting well over Farmer's Hill to Patrickstown, where the fox ran out at scent after a nice burst, which finished.

A very good day's sport was enjoyed from the start at Curraha on Wednesday. General Powell had a large turnout, which held a brace of foxes in one of them lay out on the Summerhill side, with Tullyhaul on his right, and was hunted as far as Nugent Everard's Ballybin plantation, where he was viewed in Gallrim, covert, and went away first towards Trim. Bearing left-handed before the covert was reached, the fox led towards Jamestown, and again bent left-handed through the edge of Ginnett's bog, the big ring through Winetown, back to Gallrim. He went out again for Jamestown laneway, hiding over the range of hills, as if for Trotter's gorse, then bearing back to the coverts, where he had hounds after a good hunt of fifty minutes. From Liberty a fox was hunted over the big double, and from cover, where hounds caught him. Curtistown was then drawn blank, and a very fast run of eighteen minutes. The line led over Swan's lane to Knockrow; then over the Trim Railway, right-handed over the Dublin road, through Emmistown and Coolronan, nearly to Balsoon, where the fox got in, and this ended a capital day.

KILKENNY FOX HOUNDS.—November—Monday, 10th, Club House; Thursday, 13th, Knocktopher (11.30); Friday, 14th, Freshford; Sunday, 17th, Bonnettstown Cross; Tuesday, 18th, Callonner (11.30); Thursday, 20th, Hugginstown (11.30); Friday, 21st, Lough. At 11 o'clock.

STEEPLECHASING and HUNTING. Inside loose Horses. For Best Terms apply T. F. O'CALLAGHAN, 23 St. Andrew street, Dublin. Phone—3196. Tels.—Square.—(Advt.)

FOOTBALL.

RUGBY.

TO-DAY'S FIXTURES.

Lansdowne 2nd v. St. Stephen's Green School, Lansdowne road, 3.30.

Bective Rangers 3rd v. Dublin University 3rd, Donnybrook.

DUBLIN UNIVERSITY 3rd v. KING'S OWN REGIMENT.—Played yesterday, resulting in a win for Dublin University 3rd by 4 tries (12 points) to nil.

ST. COLUMBA'S COLLEGE v. 141st SQUADRON R.A.F., TALLAGHT.—Played at Rathfarnham on Wednesday, St. Columba's College winning by 3 points to nil.

ST. STEPHEN'S GREEN SCHOOL v. ARAVON SCHOOL.—Played at Merion Park on Wednesday, when the home side won by 1 goal 3 tries (14 points) to 1 goal (5 points).

LANSDOWNE 3rd v. ST. ANDREW'S COLLEGE.—Played at Lansdowne road on Wednesday, and resulted in a win for Lansdowne 3rd by 2 tries to nil.

WANDERERS F.C.—Fixture cards, entitling members to free admittance at Lansdowne road, are now ready for issue, and can be obtained by applying with subscription, to the Hon. Treasurer, 19 South Frederick street.—(Advt.)

ASSOCIATION.

MATCH IN AID OF WAR MEMORIAL.

At a meeting of the Committee of the Leinster Senior League last night it was decided to play a match at Dalymount Park on Saturday next between teams selected from the Leinster Senior and the Dublin Garrison Leagues, in aid of the Irish National War Memorial Fund.

INTERMEDIATE CUP DRAW.

At a meeting of the Professional and Amateurs Committee, held last night in Belfast, the draw of the Intermediate clubs in the second round of the Intermediate Cup took place, and resulted as follows:—Mr. James's Gate B v. W. and R. Jacobs; Olympia v. Worcester Regiment or G.H.Q. School of Science.

RACEHORSE AND FOOTBALL, 1d.

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ON SALE TO-MORROW. ON SALE TO-MORROW.

THE PAPER FOR LONG-PRICED WINNERS.

Great Football Competition Every Week. Consolation Prize of £50, which must be won.—(Advt.)

STORE CATTLE SALES.

MESSRS. GANLY, SONS, AND CO.—The cattle of cattle, though not so numerous as on Monday last week, again showed useful drafts of aged cattle from Counties Sligo, Roscommon, Limerick, and Tipperary. There was a large attendance of buyers, and best conditioned lots of cattle and heifers met a good demand at prices similar to those of last week. For some backward and plainer there was no improvement in trade, and some of the entries of this description failed to find purchasers. Some choice Hereford crosses made £40 per head, the highest quotation of almost 80s. per cwt.

MESSRS. GAVIN LOW, LTD.—The number sent forward to-day were about the same as last week—viz., 700 head—there was a very fine attendance of buyers. Forward conditioned cattle, especially those suiting the butcher trade, were readily sold at higher prices. Trade, however, was irregular for young cattle and animals below medium condition, a few lots of which failed to get sold. A few lots of A.A. and shorthorn polles from Mr. D. Bawnboy Bros. (Hill Court—Ayles Glen), and Mr. M. Gaffney's bd. b. Great Mistake (Full Speed—Getting Warm).

BILLIARDS.

INMAN v. FALKINER.—Conceding 2,000 start in 16,000 up, Inman dropped further behind Falkiner in the first lieat of the Victory Tournament at the new Burroughes' Hall, London, yesterday afternoon. Falkiner scored 825 to the champion's 551, the respective averages being 29 and 26. The highest breaks were 274 (full), 78, 96, 48 (unfinished) by Falkiner, and 205, 122, and 113 by Inman. In the Interval scores—Falkiner (receives 2,000), in play, 6,085; Inman, 2,889.

Closing scores:—Falkiner (in play), 6,669; Inman, 3,167.

SMITH v. NEWMAN.—Newman fared very badly yesterday afternoon in his match against Smith at Leicester square, London, and at the interval had dropped behind to the extent of 1,385 points. Smith was in great form. He advanced his 44 (unfinished) to 267, and subsequently made runs of 186, 135, and 126. Newman's only breaks were 145, 92, and 88. Scores at interval—Smith (in play), 4,567; Newman, 3,229.

Closing scores—Smith (in play), 5,333; Newman, 3,958.

STEVENSON v. REECE.—There was another full house at Orme's, Manchester, yesterday afternoon, when Stevenson and Reece resumed the game of 16,000. Reece, with 600 start, Stevenson was irresistible, making breaks of 89, 137, 80, 105, and 301 (unfinished). Reece's best was 103. Interval scores:—Stevenson (in play), 4,668; Reece, 3,646.

There was another capital attendance in the evening, when Stevenson advanced his suspended effort to 400. Then for a considerable time Reece held command by marking up substantial breaks of 152, 87, and 237 in quick succession. Stevenson then went to the table, and arrived at his proper game of 16,000 with a grand 431 (unfinished). Close of play:—Stevenson (in play), 5,333; Reece, 4,142.

SPORTING NEWS.

LIVERPOOL MEETING—YESTERDAY.

IRISH HORSE WINS SEFTON STEEPLECHASE.

CLONREE'S SMART PERFORMANCE.

(SPECIAL TELEGRAM.)

LIVERPOOL, THURSDAY NIGHT.

The strong Irish contingent present at Aintree to-day found full vent for their enthusiasm when Clonree came home an easy winner of the Grand Sefton Steeplechase from a good field. The weather and the ground alike were favourable for the occasion, which attracted a very large crowd, not an unusual circumstance at Aintree. The race was decided in an excellent light. Cargo made an unfortunate blunder at the very first fence, and although his jockey made a clever recovery, the horse never became properly balanced, and he was judiciously pulled up after a mile had been completed. The story of the race can be told in comparatively few words. Clonree, Fargue, Ardonagh, and Polien were the dominant factors throughout a very fast race, and superior condition served Clonree, who stayed on splendidly, and, despite a slight mistake at the last obstacle, he won quite easily. Polien was second on sufferance only. The winner is a very nice stamp of steeplechaser, who may be confidently expected to make a name for himself over the big fences. The New Abbey Hurdle Race at the last Carragh Meeting, and was well fancied for the Galway Plate, in which race he fell at the first fence. Polien sustained a bad cut on his near foreleg, but this hardly influenced the issue. Chelsho easily annexed the Aintree Plate, and, thanks largely to the favourable beginning, Great Seal beat Mr. Barraclick Nursery after a great set-to with Comet's Tail. The close at Briff Bridge told in the race for the Stewards' Plate, after Clipstone appeared to have the issue at his mercy. The Alt Nursery fell to Will Week, after a great race with Sute and Riches, of whom the last-named was, perhaps, a trifle unlucky in getting his challenge in so late. Planet proved the good thing he appeared to be for the Duchy Plate, in connection with which the fielders traded most liberally where Mr. Barclay's horse was concerned. Details:—

3.15—AINTREE PLATE, £200. 1m. 3f.

Mr. G. Sanday's b. h. CHELSHO, by Simon Square—Caramel, a, 9-4 ..... Wheatley 1

Mr. G. Barclay's FLAMING FIRE, 6, 9-4 ..... Robbins 2

Mr. M. Blair's DISMOUNT, 5, 9-1 ..... Shatwell 3

Also ran:—Prince Danilo (Spear), Steady Bill (Donoghue), Devil's Dyke (J. Leach), Tar Baby (P. Jones). (Winner trained by Armstrong.)

Betting—6 to 4 agst. CHELSHO, 7 to 2 Steady Bill, 5 to 1 Flaming Fire, 6 to 1 any other. Won by a length and a half; same. The winner was sold to Mr. F. Hayes for 310 gns.

1.45—WITHERSLACK NURSERY, £500. 1 m. Lord Derby's ch. c. GREAT SEAL, by Harry of Hereford—Assurance, 7-11 ..... Colling 1

Lord Wilton's COMET'S TAIL, 7-8 ..... Garnett 2

Mr. Richardson's SWEET DOROTHY, 7-7 ..... Fox 3

Also ran:—Charlie's Smile (Y. Smyth), Ecstasy (A. Balding), Forarity (J. Leach), Natuminor (W. Balding), Treasury (Slade), Sir Ivan (Crickmere). (Winner—trained by Lambton.)

Betting—5 to 4 agst. GREAT SEAL, 7 to 2 Comet's Tail, 8 to 1 Treasury, 10 to 1 any other. Won by a length and a half; two lengths.

2.15—SEFTON STEEPLECHASE, £1,000. 2 m. 74 yds.

Mr. O. Toole's b. h. CLONREE (late Krenseik), by Atlas—Miss Kiger, 5, 10-5 ..... Dainty 1

Mr. J. Dugdale's POLLEN, 5, 11-7 ..... Escott 2

Capt. C. Hanbury's ARDONAGH, 6, 10-7 ..... Mason 3

Mr. D. Stuart's Sergeant Murphy, a, 11-5 ..... Walkington 0

Mr. B. Lea's Cargo, 5, 10-12 ..Mr. J. Anthony 0

Mr. C. Williams's Prefect, a, 10-7 ..... Bletsoe 0

Major Dixon's Halston, 5, 10-4 ..... Threlfall 0

Capt. Straker's Wavebeam, a, 10-3 ..... Hume 0

Mr. V. Stewart's Loch Allen, a, 10-3 ..... Pigrott 0

Mr. H. Brown's The Bore, a, 10-3 ..... Kelly 0

Mr. Sunday's Fargue, a, 10-0 ..... W. Smith 0

(Winner trained by Mr. Peacock.)

Betting—7 to 4 agst. Polien, 9 to 2 Loch Allen, 7 to 1 The Bore, 10 to 1 The Turk II., 100 to 8 Clonree, and Ardonagh, 20 to 1 Cargo, and Sergeant Murphy, 100 to 7 any other.

Clonree went to the front, followed by Fargue, Loch Allen, and Polien, and Wavebeam being last, excepting Cargo, who made a mistake at the first fence. They continued in that order to Valentine's Brook, where Fargue fell, the lead. Clonree again took the lead six furlongs from home, and easily holding Fargue, Polien, and Ardonagh off up by the run, he lengths three lengths between second and third. The Bore was also last. The Turk II. fell.

2.45—STEWARDS' PLATE, £500. 5 f. Sir G. Nobili's b. c. BRUFF BRIDGE, by Bridge of Earn, dam by Lesterlin—Cairngorm, 3, 8-7 ..... Peacock 4 7 7

Mr. C. Isaacs's CLIPSTONE, 3, 8-0 ..... Jones 2

Lord Wavertree's FOREST GUARD, 6, 7-10 ..... Bennett 3

Also ran:—Little Vic (P. Jones), Lady Juliet (Wheatley), Mr. Johnson (Riley), Bidston (W. Balding), Lady Sylvia (Weston). (Winner trained by Deschurst.)

Betting—5 to 4 agst. BRUFF BRIDGE, 5 to 2 Forest Guard, 9 to 2 Lady Juliet, 10 to 1 Clipstone and Little Vic., 100 to 8 any other. Won by a length; three-quarters of a length.

3.15—ALT NURSERY, £200. 5 f.

Mr. J. Dugdale's br. c. WHIT WEEK, by Whittier—Mouse—Pictoria, 8-1 ..... V. Smyth 1

Mr. W. Dixon's ch. c. Sute ..... Wing 2

Mr. D. Fraser's RICHES, 7-12 ..... Donoghue 3

Also ran:—Pearl Seald (P. Jones), Sunny Maid (Riley), Midi (Whalley), Mr. Johnson (Cricklemere), First Leaf (Shatwell). (Winner trained by Bewicke.)

Betting—5 to 4 agst. WHIT WEEK, 3 to 1 Sute, 7 to 2 Riches, 7 to 1 Midi, 100 to 8 any other. Won by a neck; a head. The winner was sold to Mr. G. Lindo for 360 gns.

3.45—DUCHY PLATE, £200. 1½ m.

Mr. G. Barclay's ch. h. PLANET, by St. Frusquin—Calgary, 3, 8-0 ..... Robbins 1

Mr. J. Liddell's ENNISKEEN, 3, 8-0 ..... Wheatley 2

Mr. Shaw's ALORAM, 3, 8-0 ..... Wheatley 3

Also ran:—Golden Sand (Shatwell), Waterpower (Dunlieden). (Winner trained by Mr. Peacock.)

Betting—2 to 1 on PLANET, 3 to 1 agst. Alohara, 10 to 1 Enniskeen, 20 to 1 any other. Won by three-quarters of a length; five lengths.

PROGRAMME FOR TO-DAY.

1.15—ABBEYSTEAD HURDLE, £500. 1½ m.

	st. lb.
TOLUCI, (Mr. J. Brennan) ..... De Mestre	10 7
PROCURATOR (Sir G. Bullough) ..... Hacfield	10 7
HAGANLOCH (Mr. J. Hall) ..... Robbins	10 7
TAY PAX (Mr. O. Toole) ..... Goswell	10 7
(The above have arrived.)	

DOUBLE GLORY (Sir Abe Bailey) ..... H. Hartigan 10 7

WILSON (Sir Abe Bailey) ..... H. Hartigan 10 7

POMAR (Mr. F. Bibby) ..... Wilkinson 10 7

HAND AND HAND (Mr. Bottomley) ..... Hare 10 7

LYDIE WHITE (Mr. J. Brownlee) ..... Private 10 7

CAMPEAN (Mr. T. Butler) ..... Private 10 7

DIAMOND JOE (Mr. G. Carlton) ..... Pope 10 7

SESOSTRIS (Mr. Carroll) ..... Pope 10 7

FLYING BUCK (Mr. L. Carvalho) ..... Pope 10 7

LADY DAVID (Mr. T. Gallelly) ..... Pope 10 7

GIRVAN (Mr. J. Greenwood) ..... Private 10 7

CHARLEY'S UNCLE (Col. R. Greer) ..... Private 10 7

DAR TUP (Mr. C. Hayes) ..... F. Hartigan 10 7

OAVRELLE (Mr. M. Inman) ..... Law 10 7

ARGIL (Mr. J. Jacob) ..... Bryans 10 7

PRIORITY (Mr. A. McAlpine) ..... Bryans 10 7

WILLIAM ALLENBY (Mr. de Mestre) ..... De Mestre 10 7

CASTLE IN SPAIN (Mr. de Mestre) ..... De Mestre 10 7

POTENTATE (Mr. J. E. Potter) ..... Escott 10 7

ST. GEORGE (Mr. Sangster) ..... Escott 10 7

CHIN CHIN (Lady Torrington) ..... Faulkner 10 7

1.45—PALATINE PLATE, £500. 5 f.

	st. lb.
SOLVENTER (Mr. W. Dixon)	Lines 8 10
ROSE LAD (Mr. W. Jarvis)	W. Jarvis 8 6
HIS HIGHNESS (Mr. S. Pickering)	Pickering 8 6
BELTENEBROS (Mr. G. Robinson)	R. Day 8 6
ZARDAR (Mr. H. Beckett)	Bailey 8 5
(The above have arrived.)	
SILVLLINE (Mrs. N. Brownlee)	Private 8 10
LE VERGUIER (Lord D'Abernon)	Lambton 8 10
QUARTZ (Capt. C. Gunston)	Beatty 8 10
ORBLIKE (Mr. F. Hardy)	Private 8 10
MERRY CLIPS C., by Feather Bed (Mr. Willey)	Hogg 8 10
HAPPILY (Mr. L. Brassey)	Leach 8 6
NEHAPATOBA (Mr. N. Keys)	Beatty 8 5

2.15—DOWNE NURSERY, £800. 5 f.

	st. lb.
ORPI (Mr. K. Tilstock)	Bazley 9 0
SLIEVENAMON (Mr. O. Toole)	Goswell 9 0
ROCK FERRY (Mr. R. Walker)	Rogers 8 7
WILLBLEND (Lord Cunard)	Basting 8 5
JASPER (Mr. J. Harvie)	A. B. Sadler 8 4
GALANTE F., by Amadis (Lord Penrhyn)	H. Sadler 8 4
GAME (Mr. S. Joel)	Loates 8 1
WOODSPICE (Lord Sefton)	R. Day 7 12
COLD STEEL (Sir R. Jardine)	T. Waugh 7 10
REINE DE NEIGE (Mr. S. Beer)	T. Waugh 7 10
DISCUSS (Mr. R. Walker)	Rogers 7 9
BIDERDOWN (Mr. W. Selby)	O. Bell 7 8
LOOTIE (Mr. D. Gilmore)	Cowap 7 8
TOM NEILSON (Capt. Hare)	Hare 7 3
(The above have arrived.)	
TETE A TETE (Lord Furness)	Perse 8 4
PRINCESS MARGARET (Lord Derby)	Lambton 8 10
TARVIE (Mr. C. Isaacs)	Morris 8 9
HAPPY GIRL (Mr. Faria)	Hobbs 8 9
KING HARRY (Mr. G. Burn)	Perse 8 8
ORBLIKE (Mr. F. Hardy)	Private 8 8
DUTCH FLIGHT (Lord Wilton)	Hogg 8 8
JORO (Mr. W. Dixon)	H. Leader 8 5
CITY SARK (Lord Glanely)	Lines 8 4
(The above have arrived.)	

2.30—MILL 2-Y.O. PLATE, £200. 5 f.

	st. lb.
COLMORTON (Sir G. Beaumont)	O. Bell 9 0
THE BAIRN (Mr. R. Jardine)	T. Waugh 9 0
DUTCHMAN (Sir W. Gilbey)	T. Cannon 9 0
CODY (Mr. J. Hulton)	F. Hartigan 9 0
SPORTIBOY (Col. Hon. Hopkins)	Maling 9 0
PICOLO (Lord M. Beresford)	R. Day 8 13
GOLD MOON (Mr. Anton)	Pickering 8 13
WENSUM LAD (Mr. J. Bee)	Private 8 11
SCARIEUSE F., by Fairy King (Sir D. Broughton)	Farquharson 8 11
SPIDER (Mr. A. Cassell)	Private 8 11
LITTLE ROYAL (Mr. J. Clappen)	Private 8 11
ARCHDUCHESS F., by Poor Boy (Mr. Croese)	Private 8 11
SUIE (Mr. W. Dixon)	Private 8 11
DON'T WINK F., by Wildair (Mr. J. Evans)	Private 8 11
CHASSEUSE (Mr. P. FitzGerald)	Hogg 8 11
CWYBERE (Mr. Donald Fraser)	R. Day 8 11
CASTANET F., by John o' Gaunt (Sir G. Griffith)	Sherwood 8 11
RIDDLE (Mr. F. Hartigan)	F. Hartigan 8 11
BUZZ BUZZ (Mr. N. Laurence)	Beatty 8 11
MIDI (Mr. G. Leader)	Leader 8 11
MISS MERRITT (Col. G. Morden)	Wilmot 8 11
MISS OLIVER F., by Florentine (Mr. W. Smyth)	Private 8 11
DRAPA F., by Florentine (Mr. W. Smyth)	Private 8 11
AMERENDIAN F., by Turbine (Mr. A. Thompson)	Private 8 11
NEIGH (Mr. Moss Vernon)	Wootton 8 11
QUICK MEG (Mr. H. Young)	H. Young 8 11

2.30—BAYS HANDICAP, £250. 1 m.

	st. lb.
PREVOYANT (Mr. J. Ivall) ..C. Young a	9 0
THE SETTLER (Mr. G. W. Smith)	McCormack 5 8 13
A DOUBLE ESCAPE (Mr. H. Chappell)	F. Fitton 5 8 4
BRIDGEWATER (Sir W. Gilbey) ..T. Cannon	5 7 13
OUR STEPHEN (Mr. F. Curzon)	Hobbs 6 7 11
LAND GIRL (Sir R. Jardine)	T. Waugh 7 11
KING'S OWN (Capt. C. Hanbury)	R. Dawson 7 6
JAPPOOL (Lord Cholmondeley)	F. Darling 7 8
MARCOPOLO (Mr. J. Michaelson)	Hunt 7 6
(The above have arrived.)	
SINON (5.h. ex.) (Sir C. Meyer)	Wilmot 9 1
PALESTRINA (Mr. R. Swanwick)	J. Dawson 9 0
ROSEMARY (Mr. J. Hennessy)	Peck 8 8
BAAL GAD (Mr. A. Cox)	Peck 8 8
LONGSLIP (Mr. S. Joel)	Loates 8 3
ARGOS (Mr. S. Cayzer)	Gooch 8 1
CHARLEY'S UNCLE (Col. Greer)	F. Hartigan 8 0
FURIOUS (Mr. C. Hatry)	Tabor 7 13
FITZGEORGE (Mrs. A. Barton)	Bullock 7 13
AURAMINE (Maj. L. Holliday)	Lines 7 12
ARC (Mr. J. Nugent)	Nugent 7 11
MOLLIFICATION (Sir Abe Bailey)	Hartigan 7 11
AMPLE (Mrs. Cunliffe-Owen)	Leach 7 11
REDDISH (Mr. J. de Rothschild)	Pratt 7 9
KING ALFRED (Lord Derby)	Hay 7 9
PINCHALE (Mr. J. Baylis)	Beatty 6 13

3.30—PROGMORE NURSERY, £300. 5 f.

	st. lb.
REDWINGS (Mr. H. Summersell)	Pope 8 4
PARISIAN DIAMOND (Mr. J. Dawson)	J. Dawson 8 0
DUNKIRK (Capt. Hanbury)	R. Dawson 8 0
CATCHUP (Mr. R. de la Rue)	Buttress 7 11
GLOW (Mr. H. de Waffle)	Cobb 7 10
NOVA (Mr. H. Rudd)	Wootton 7 10
INCTON LAD (Mr. C. Garland)	Colling 7 10
RICHELIEU (Mr. J. Steele)	Parkes 7 7
WITCHERY (Sir A. Bailey)	Hartigan 7 1
(The above have arrived.)	
PARELLA (Mr. C. Hatry)	Tabor 9 0
EAGER AGNES (Mr. C. by Fraser Palatine (Mr. A. Ormrod)	Cattrill 8 8
KING HARRY (Mr. C. Burt)	Cattrill 8 8
INCENSE (5.h. ex.) (Lord Wilton)	Persse 8 8
JEANIE SHIELDS (Mr. J. Gretton)	H. Leader 8 4
GRAVE MAID (Mr. J. Morrison)	Moreton 8 2
TULLAMORE (Mr. J. Morrison)	Nugent 8 2
KING'S BOUNTY (Mr. R. Kidston)	Hogg 7 10
CUMBERLAND (Mr. J. Harvie)	A. B. Sadler 7 10
MUSCADIN (Sir E. Hulton)	F. Hartigan 7 10
COLD STEEL (Sir R. Jardine)	T. Waugh 7 8
REPANI (Mr. J. White)	T. Cattrill 7 8
WICK C., by Poor Boy (Mr. R. Swanwick)	J. Dawson 7 7
MAGIC WARE (Sir A. Bailey)	R. Day 7 6
LEOMETRY (Mr. C. Howard)	Buttress 7 6
FRAISE F., by King William (Major F. Weidon)	Private 7 4
NONCHALANT (Mr. ..... Fairweather)	B. Jarvis 7 4
VINNY (Mr. J. de Rothschild)	B. Jarvis 7 4
DOCTOR MYRAM (Mr. T. Butler)	Pratt 7 1
AGROSTIC (Mr. J. de Rothschild)	Pratt 7 1

4.0—APPRENTICES' PLATE, £150. 1½ m.

	Age. st. lb.
MONAZITE (Mr. G. Excelsior) ..C. Leader	4 7 12
MISS MADCAP (Mr. W. Dixon ..... Giles	4 7 12
(The above have arrived.)	
TREASURY BILL (Mr. P. Fry) ..Gwilt	4 7 12
PROMOTER (Mr. Bellamy) ..... Hare	5 7 9
FURIA (Mr. H. Eliis) ..... Hare	5 7 9
MISS MERRITT (Mr. C. Smith) ..... Nugent	5 7 9
GAY GOSHAWK (Mr. J. Moss) ..... Nugent	5 7 9
JACK OF LENT (Dr. J. Hartigan) ..... Perse	6 7 9
FLYING POST (Sir F. Hulton) ..... Wilmot	3 7 3
JUNE ROSE (Lord Rosebery) F. Hartigan	3 7 0

ARRIVALS.—Arenano, Anisette, Arwin, Adorna, Atrosity, Alderton, Bacton Lad, Bridge Water, Bravo, Britian's cole, Catchup, Daphne, Dunkirk, Fair Oaks, Greenore, Hurricane, Ice, Glenfarg, Irish Lace, International, Jack Sheppard, Jappool, Kiaki, King's Own, Land Girl, Loch Alsy, Leominster, Monsaitte, Marcopolo, Magic Prince, Miss Magic, Nova, Noncentity, Our Stephen, Odd, Orange Prince, Parisian Diamond, Polichinette, Pick'ny, Phrosic, Quintus, Rock Dear, Redcombe, Rosedoon, Redwings, Sunny Rhyme, Sone Scribe, Theodara, Tension, Threeham, Venius, Warburton, Weigh Woman, Witchery.

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CHANTICLEER'S NOTES.

(SPECIAL TELEGRAM.)

LIVERPOOL, THURSDAY NIGHT.

The Grand Sefton Steeplechase proved a great success, and the Irish representatives emerged from the ordeal with great credit. The race for the Autumn Cup to-morrow will not be less successful, and the winner may yet take some finding. The probable strength of the field is as follows:—

MY DEAR

RICH GIFT, 5, 8-5

*PLANET, 5, 8-3

FLYING SPEAR, 3, 8-2

DOMINION, 5, 8-2

SIR BERKELEY, 4, 7-7

AFRICAN STAR, 3, 7-4

SQUARE MEASURE, 4, 7-0

KING'S IDLER, 3, 7-0

ALASNAM, 3, 6-13

GLACIALE, 6-11

MAPLEDURHAM, 5, 6-11

MY LAND, 4, 6-10

SILVANITE, 4, 6-7

JOHN JACKETT, 6, 6-6

THERMOGENE, 4, 6-3

POULU, 4, 6-0

*Doubtful Starter.

I need not enter extensively into an analysis with regard to th eprobable issue, which I leave to My Dear, Dominion, Sir Berkeley, King's Idler, and Alasnam. I shall select

MY DEAR

as being likely to annex the spoils, and for places indicate Dominion and Sir Berkeley. My other selections are:—Abbeystead Hurdle—Sesostris. Palatine Plate—Ebchester or La Verguier. Down Nursery—Tarvie; if absent, Willblend. Croxteth Plate—Dangelt. Westmorland Plate—Researc; if absent, Oberto.

At Windsor some of the following may win:—Black Nest Handicap—Will o' the Wisp. Rays Handicap—Jack Sheppard. Frogmore Nursery —Geometry. Mill Maiden—Drapa filly. Clarence Handicap—Watways. Apprentices' Handicap—Monazite.

WINDSOR MEETING—THIS DAY.

PROGRAMME.

1.30—BLACK NEST HANDICAP, £200. 6 f.

	Age. st. lb.
BERLIN (Mr. O. Rayner)	East 6 9 13
PICK 'N' (Mr. Cunliffe-Owen)	Leach 5 9 5
ARWIN (Mr. H. Rudd)	Connor 4 9 0
BRAVO (Mr. W. Baker)	Baker 3 8 9
GLENFARG (Mr. J. ..... F.	Darling 4 8 5
MAGIC PRINCE (Mr. A. Calvert)	Private 3 8 1
ALDERTON (Mr. E. Moore)	Day 3 7 13
PIROUSIE (Mr. W. Gage)	Ward 4 7 7
QUINTUS (Mr. ..... House)	A. Day 3 7 5
ORANGE PRINCE (Mr. J. Dawson)	J. Dawson 3 7 2
(The above have arrived.)	
KING SOL (Mr. Cunliffe-Owen)	Leach 5 10 4
SONNING (Mr. ..... Garrigan)	4 9 10
THE PLOUGH (Mr. C. Barn)	Whitaker 4 9 10
ZZ. (Mr. T. Miley)	Jarvis 4 9 2
WHITE SAND (Mr. J. Thornburn)	Gwilt 4 8 13
GRANDCOURT (Mrs. A. Cox)	Taylor 4 7 13
SVINDUNE (Mr. F. Bibby)	Farquharson 3 8 12
FRAGOLA (Mr. A. Barton)	Withington 5 8 11
LORD ARCHER (Sir R. Jardine)	C. Marsh 3 8 8
TUNWORTH (Mr H. Bradford)	T. Waugh 5 8 7
CYLGAR (Lady Nelson)	Bradford 4 8 5
MUSCOVADO (Mr. H. Curtis)	Nugent 3 8 5
LADY VICTORINE (Mr. C. Burn)	Poole 5 8 1
BUZZ OFF (Mr. J. McLean)	McGuigan 4 8 0
THERMOGENE (Mr. J. McLean)	McGuigan 4 7 13
ST. GINGOULPH (Dr. Dixon)	Pope 4 7 11
DUKE MARWELL (Mr. A. Bowen)	Hunt 3 7 10
JUNIATA (Lord Ashcombe)	Gurney 3 7 10
BRIDGE OF WEIR (Mr. P. Russell)	Rintoul 4 7 9
WILL O' THE WISP (Mr. H. Leader)	H. Leader 5 7 9
BAYODEE (Mr. E. Caldicott)	Caldicott 6 7 7
GIGUE (Mr. C. Wadia)	Private 4 7 7
JOLI COEUR (Mr. E. Mills)	Private 3 7 5
MANNERS' PRIDE (Mr. Court) C. Young	5 7 4
HIGH SOCIETY (Mr. Wingfield)	Pope 5 7 4
SIMON THE CELLARER (Mr. V. Lambourne)	Randall 3 7 0
FERNLEY (Mr. H. Powney)	Hy. Powney 3 7 0
KASPAR (Mr. Court)	Randall 3 7 0
ROSEDOON (Lord Glanely)	Baker 9 0
BIDDY (Mr. C. Liddell)	East 9 0
SOME SCRIBE (Mr. T. Redford)	East 9 0
WARBURTON (Mr. E. Johnson)	Johnson 8 11
KHAKI (Mr. C. Knowles)	Robson 8 11
(The above has arrived.)	

2.0—MILL 2-Y.O. PLATE, £200. 5 f.

	st. lb.
COLMORTON (Sir G. Beaumont) ..O. Bell	9 0
THE BAIRN (Mr. R. Jardine) ..... T. Waugh	9 0
DUTCHMAN (Sir W. Gilbey) ..... T. Cannon	9 0
CODY (Mr. J. Hulton) ..... F. Hartigan	9 0
SPORTIBOY (Col. Hon. Hopkins) ..... Maling	9 0
PICOLO (Lord M. Beresford) ..... R. Day	8 13
GOLD MOON (Mr. Anton) ..... Pickering	8 13
WENSUM LAD (Mr. J. Bee) ..... Private	8 11
SCARIEUSE F., by Fairy King (Sir D. Broughton) ..... Farquharson	8 11
SPIDER (Mr. A. Cassell) ..... Private	8 11
LITTLE ROYAL (Mr. J. Clappen) ..... Private	8 11
ARCHDUCHESS F., by Poor Boy (Mr. Croese) ..... Private	8 11
SUIE (Mr. W. Dixon) ..... Private	8 11
DON'T WINK F., by Wildair (Mr. J. Evans) ..... Private	8 11
CHASSEUSE (Mr. P. FitzGerald) ..... Hogg	8 11
CWYBERE (Mr. Donald Fraser) ..... R. Day	8 11
CASTANET F., by John o' Gaunt (Sir G. Griffith) ..... Sherwood	8 11
RIDDLE (Mr. F. Hartigan) ..... F. Hartigan	8 11
BUZZ BUZZ (Mr. N. Laurence) ..... Beatty	8 11
MIDI (M

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20-1	£690	£720		£760	£940 to £990	£940 to £990

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In France 700 Cars out of every 1,000 were Fords
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MOTOR SHOW WEEK AT

OLYMPIA

LONDON, NOVEMBER 7th to 15th.

OLYMPIA MOTOR SHOW.

A BRIEF REVIEW.

(BY CAPTAIN W. GORDON ASTON.)

There is no doubt whatever that the 1919 Olympia Motor Show is far and away the greatest exhibition of automobile engineering that has ever been held, and it likewise attains its zenith in respect to its capacity as a social function. Additional interest is lent to it by the fact that it is six years since the last Show was held. During the interval some few of the motor manufacturers have continued to make motor vehicles for war purposes, but the vast majority have had their energies diverted into other departments of activity, such as the manufacture of munitions, aeroplanes, aircraft engines, etc. These new branches of work have evidently stimulated thought, and great progress in design has been made, full advantage having been taken of the new methods and new materials which scientific research during the war has rendered available.

The influence of aircraft engine experience is particularly noticeable; by means of the use of aluminium alloys and modern steels of great tenacity, coupled with advanced design, it has been possible very greatly to reduce the weight of chassis generally. This certainly does constitute a great step forward in progress, as it means that, apart altogether from the cost of the motor vehicle, running expenses in every direction are materially reduced, whilst, on the other hand, reliability and durability are enhanced.

Taken all round, the standard of design is higher than ever; the chassis producer has paid more regard to the requirements of the owner-driver by providing the car with properly arranged labour-saving contrivances, such as electric self-starters, dynamo lighting sets and automatic lubrication to many of the chassis details. Evidently he has realised that the demand for the chauffeur-driven car is smaller than ever. Higher efficiency is now obtained from engines of a given size by the general use of overhead valves and internal moving parts of great lightness and strength.

In order to facilitate erection, thus saving production cost, and to render the power unit immune from any strain that could possibly be placed upon it by distortion communicated through the frame owing to road surface inequalities, the engine and gear-box are now frequently made in one unit, and further simplicity of construction is commonly sought by the fitting of the gear and brake levers in a central position, thus allowing a door to be fitted on the driver's side so that he can get into and out of the car without disturbing the front passengers.

A cursory glance round the exhibition shows that there are two classes of designer—those who have gone out for an absolutely new production from start to finish, which bears no relation to their previous cars; and those which have been content to make progress by detail improvements. Apparently—that is to say, from the outside—there is a vast amount of difference between the productions of these two classes, but it is possible that in point of performance and running qualities the difference is comparatively slight, as, what one might describe as "1914 design" lends itself quite readily to the employment of lighter materials and more scientific technique no less than the absolutely new creation.

A technical feature of much interest is the very general use of detachable cylinder heads, which, in addition to promoting a higher efficiency from the engine, enables it to be cleaned out from time to time with the utmost facility—indeed, this is now a job which can be safely undertaken by an owner-driver unaided by any skilled assistance, or special tackle.

In view of the fact that so many motor manufacturers have during the war been introduced to the economies which can be effected by well-organised quantity production in connection with munitions, one is rather disappointed to find that so few have taken these lessons to heart. In three outstanding examples, namely, Angus-Sanderson, Austin, and Armstrong-Siddeley, one sees instances of how British manufacturers have at last taken the bit between their teeth, and resolutely determined to produce motor cars on scientific and economical lines, namely, by making them in large quantities all to an exact standard. This method not only enables cost to be got down, but definitely makes for increased quality. In most of the other cars, one sees that the manufacturers are quite content to deal with a very small output and so long as they pursue this short-sighted policy their chance of repelling the threatened American invasion appears to be very small. An examination of many of the chassis does, however, reveal that better methods of standardisation are being employed, and that, in the generality of cases the design would lend itself to mass production quite readily. One, nevertheless, still finds that comparatively small firms are still making two, three, or even four distinct models instead of concentrating upon one, and turning it out in really large quantities.

There is not the least question that the modern 1920 car has been improved in engine efficiency, in economy, in quietness, in comfort, in strength, in trustworthiness, in life, and in convenience, but there is no outstanding characteristic in which it has not been improved, and that is, cheapness! One regrets to have to say that the British manufacturer seems incapable of realising that for the motor industry to become stable, and to be in a position in which it can resist attacks from the outside, it must not only progress in the excellence of the products which it turns out, but it must also expand its scope. There never was an Olympia Motor Show before which was so essentially an exhibition of high quality, high cost cars. So much so is this the case that one might easily imagine that the average price at which the typical motor manufacturer expects cars to be sold is somewhere in the neighbourhood of a thousand pounds. The number of firms who have addressed themselves to the problem of turning out the finest possible cars irrespective of cost is legion. No doubt, it is simpler to follow that policy than to determine to make an all-round car at a low figure, but what is quite certain is that these luxury cars, of which Olympia produces twenty or thirty examples, cannot possibly expect an unlimited market. Only a few thousand persons can afford to buy them under any conditions, and in present circumstances this number must be less than usual; yet the competition for these few thousands is intensely keen. Meanwhile the hundreds of thousands—nay, millions—of potential motor car users, who are waiting for cheap and complete British cars, appear to have been almost entirely disregarded, and their requirements apparently have been left to the inevitable exploitation by American quantity car producers.

Not only have well-established firms gone in for more elaborate cars than ever they designed before, but a similar position has also been sought by many new firms, who have only entered the industry since the war. It is true that, in a few cases, serious attempts have been made to produce a type of semi-light car of about 12 h.p., that is moderately cheap to buy and moderately cheap to run; even, however, in this class one finds figures of £700 and thereabouts quite common, and one also finds small, high-efficiency engines of which the large number of people who want a thoroughly "fool-proof" car will rather tend to fight shy. Whilst, therefore, one admires intensely the fascinating and beautiful examples of luxury motor car design, and the compellingly clever way in which tiny engines are made to give sufficient power to take a full-sized body anywhere, and whilst one whole-heartedly applauds so much ingenuity and technical progress, one deplores the fact that the economical British motor car seems further off than ever. In these circumstances, the huge demand for transport which undeniably exists is not likely to be supplied as quickly as one would wish in the national interests, and a vast number of people who, a week ago, were enthusiastically potential motorists, are likely after a round of the stands at Olympia, to leave the exhibition somewhat heavy-hearted under the realisation that, for their modest purposes, a British car is out of the question.

On the other hand, those who can afford to pay prices which have, in a large number of cases, now increased considerably above the figures originally announced, will unquestionably get a motor car that is better than ever.

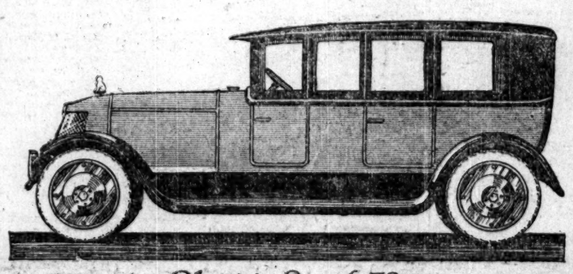
There is no gap to be found in the scale of production, and, with the exception, as already noted, of the cheap car, there is a vehicle to suit every kind of taste. Roughly, one may say that prices to-day are from two to two-and-a-half times as high as they were before the war. Thus many 10 h.p. light cars of a type that sold in 1914 at about £200 or less, are now priced at £400 and more, which price generally includes a dynamo lighting set and self-starter. On the other hand, the average car of somewhere about 20 h.p., is not to be bought for less than £1,000 or so.

Owing to the difficulties in connection with freightage, and owing to the internal troubles within the United States, a huge influx of American cars on to the British market has been delayed, but that it is coming there is not the slightest doubt. What possible hope the British motor industry has of standing against this invasion so long as it pursues its present organising policy one does not know, but this at least is quite certain, that retrogression cannot stand against progress, and in this latter quality, especially in regard to the making of cars for modest purses, the American maker has gone ahead where his British competitor has gone back. Fifteen years ago, the motor car was the rich man's toy; to-day, both as a social and industrial instrument, it is a necessity; yet if one were to judge from what one sees at Olympia, one might be forgiven for assuming that once again it has become purely a means of pleasure to the wealthy.

The only ray of hope for the economically minded would-be motorist comes from the air-cooled cars which figure for the first time in British motoring history at Olympia. Essentially the by-products of the aircraft engine industry, they represent what is undoubtedly a great type of the future, which may ultimately drive all others out of existence. For the time being, however, it is sufficient to say that by the use of air-cooling, which is perfectly practicable, and has long since left the experimental stage (though it will feel for some time the opposition of prejudice), tremendous economies of weight can be effected, which in their turn imply economies in first and in running costs. The two-seater air-cooled car costs, in fact, very little more than a well equipped motor cycle and side-car combination, and it is a type of machine which can do good service in all parts of the world—the Tropics especially. It would appear that the further development of the air-cooled light-weight is the only direction in which one can look for the materialisation of that cheap, comfortable, and social form of car for which there is an unlimited demand, but which, otherwise, seems this year to be further off than ever.

The ARMSTRONG SIDDELEY Six Cylinder Car

R.A.C. Rating 29.5 H.P. Treasury Tax £88.0



Olympia Stand 72.

THE new Armstrong Siddeley 6-cylinder car is of entirely original design and embodies the experience gained during the past four years in the production of aircraft engines aggregating over 2,000,000 (two million) horse-power.

¶ You cannot buy a better car.

¶ It is a motor carriage of high efficiency, stately appearance, ample power, and constructed of the best materials. It is light. It is comfortable. It is dependable. It runs smoothly, silently, and is easily managed.

¶ Maintenance costs are small. Three years' free inspection.

¶ The low price at which it is sold is made possible by its simple design and by quantity production.

PRICE of CHASSIS Disc Wheels and one Spare Rim; four 820 x 135 Rubber Studded Tyres; Specially designed Wings; Scuttle Dash with Instrument Board; Lucas Lagine Starter and Electric Lighting, complete with 5 Lamps Mechanical Tyre Pump, Kit of Tools, Etc.
EQUIPPED WITH £720
Saloon Double Phaeton (as illustrated) . . . £1,000.

ARMSTRONG SIDDELEY MOTORS LIMITED, COVENTRY.
Formerly The Siddeley-Deasy Motor Car Co. Ltd.
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ALPHABETICAL LIST OF MOTOR CARS AND VEHICLES ADVERTISED IN TO-DAY'S "IRISH TIMES."

Angus-Sanderson.	Hudson.
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Briscoe.	Minerva.
Buick.	Morris-Cowley.
Calcott.	Morris-Oxford.
Calthorpe Minor.	Napier.
Clement Talbot.	Oakland.
Cubitt.	Oldsmobile.
Daimler.	Overland.
De Dion.	Perry.
Dodge Brothers.	Pullman.
Duplex.	Saxon.
Enfield-Alldays.	Scripps-Booth.
Essex.	Standard.
Ford.	Star.
Guy.	Straker-Squire.
G.W.K.	Talbot.
Halley.	W. and G.
Hammond.	Wolseley.

YESTERDAY'S SHIPPING REPORT.

Barometer—29.50. Wind and Weather—Wind, light and variable, dull and overcast, heavy rain.

Coastwise Arrivals—Ss. Scotia, ss. Rathmore, ss. South Stack, ss. Slieve Gallion, from Holyhead, with troops, passengers, goods, etc.; ss. Olive, from Heysham, with goods; ss. Thistle, from Glasgow, with goods; ss. Killiney, from Liverpool, with goods; ss. Yarrow, from Silloth, with goods; ss. Cato, from Bristol, with goods; ss. Thelma, ss. Mayflower, ss. Marie, ss. Constance, ss. Whinstone, from Garston, with coals; ss. Amelia, from Preston, with coals; ss. J. and J. Monks, from Workington, with coals; Progress (Sch.), from Glasgow, with coals; ss. Hartford, from Partington, with coals; ss. St. Mirren, from Troon, with coals; ss. Gracehill, from Swansea, with coals; ss. Trevor, from Ardrossan, with coals.

Coastwise Departures—Ss. Scotia, ss. Rathmore, ss. South Stack, ss. Slieve Gallion, for Holyhead, with troops, passengers, goods, etc.; ss. Olive, for Heysham, with goods; ss. Thistle, ss. Magpie, ss. Coney, for Glasgow, with goods; ss. Carlow, ss. Blackrock, for Liverpool, with goods; ss. Yarrow, for Silloth, with goods; ss. Cornelian, for Llandulas, light; ss. Ardri, for Maryport, light; ss. Esperanto, for Liverpool, light; ss. Holm Force, for Preston, light; ss. Galacum, for Birkenhead, light; ss. J. and J. Monks, for Workington, light; ss. Hartford, for Partington, light; ss. Trevor, ss. Thelma, ss. Mayflower, ss. Marie, for Garston, light; ss. St. Mirren, for Troon, night.

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Angus-Sanderson de Luxe; Two, Four and Coupe Models.

Scripps-Booth 6-Cyl. Model; Magneto Ignition, Wire Wheels; colour, Royal Blue or French Grey.

Hupmobile 2 and 5 Seaters; colour, Pearl Grey.

Standard Light Cars; Two, Four and Coupe Models; colour, Stone Grey, Black Wings.

Dodge Brothers Two, Five, Coupe and Limousine Models.

Essex 20 h.p. de Luxe Five Seaters; low streamline body.

Saxon 6-Cyl.; Sports body, bulbous back, Four seater.

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DUBLIN MOTOR CO. Ltd.,
CITY SHOWROOMS,
25 STEPHEN'S GREEN & 20 KILDARE ST.
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Why you must visit the Exhibition

Olympia—Stands 175 & 196

There are to be seen the exhibits of the two famous rubber firms—now amalgamated—of Wood-Milne, Ltd., and George Spencer, Moulton & Co., Ltd.

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The three types, "Gruvrib," "Steel-Studded," and "Square-Tread," are distinguished by sound wearing qualities, perfect non-skidding devices and phenomenal mileage returns.

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SPENCER-MOULTON MOTOR TYRES

The tyres for speed, reliability, for long life and economical service. In three types: "Three-Ribbed," "Steel-Studded," and "Plain-Square." Their strength and endurance result in more mileage at less cost.

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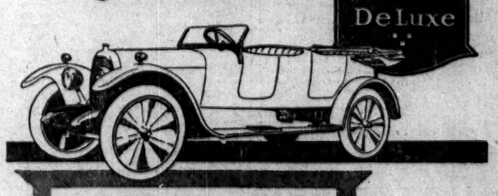
Angus-Sanderson 14 HP 4 SEATER DeLuxe



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In this car automobile mechanism has been brought to the highest degree of perfection and is enhanced by general design which has secured a chorus of admiration.

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Olympia Stand 67

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appeal to Motorists who want a simple-to-drive, highly efficient, economical and thoroughly roadworthy vehicle.

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10.8 h.p. 4-cylinder 4 speeds and reverse, C.A.V. dynamo lighting set, magneto ignition, Zenith carburettor, steel wheels, detachable rims, 700 x 80 tyres, "one man" hood, &c.

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All the essential features of the popular pre-war models are embodied, and many improvements have been included

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1920 MODEL CARS

embody all the latest refinements in chassis and bodywork.

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J. McAULEY,

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who will be in attendance at Stand No. 120, at Olympia Motor Show, on Friday, Saturday, Monday and Tuesday, 7th to 11th November.

Demonstration Cars may be seen at above address, or at BREEN'S GARAGE, DONNYBROOK, DUBLIN.

BELSIZE CARS

are at the Show. Stand No. 42. The price of the 15 h.p. Four-Cylinder Two-Seater is £520, and of the 15 h.p. Four-Cylinder Torpedo Body £590. Full information in Ireland from the Sole Agents for Ireland:

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MOTOR SHOW WEEK AT

OLYMPIA

LONDON, NOVEMBER 7th to 15th.

MOTOR NOTES.

NEW ELECTRICAL DEVICES.

THE FUTURE OF THE SMALL CAR.

(SPECIALLY CONTRIBUTED.)

A weekly class for the instruction of their 1,200 employés has been formed by a big taxi-cab company in London, and a very comprehensive scheme of motor education has been drawn up. In the first lecture the audience were made acquainted with the theory of the internal combustion engine, while succeeding lectures up to ten deal with ignition, carburetters, lubrication, transmission and gearing, steering, current defects, wear and tear, running repairs, tyres—their constitution and care—the production of essential parts, heat, treatment of steels, concluding with a description of a large automobile factory. Sectioned models and simple diagrams are proving helpful in enabling the pupils to grasp the manner in which their engines and other chassis components operate. The policy is in direct contrast to that which prevailed some years ago, when a taxi driver disdained to do anything more than to drive, and it is all to the good that they now have opportunities to take an intelligent interest in mechanism. The men themselves appreciate these opportunities, particularly as many of them are purchasing their own cabs.

LEFT OR RIGHT.

The *fiat* of an American car maker, that the British market must take his one model with left-hand steering, has given rise to much debate. Unfortunately for those who are trying to persuade themselves that it is acceptable, there is the clinching argument that left-hand steering was fitted expressly for countries where the right-hand side of the road is the proper one, and the converse of the argument is that left-hand roads require right-hand cars. On English roads left-hand steering has the decided disadvantage that one cannot see so far round the corner, that it spoils the balance of a car running on a left-hand camber, and that it renders it almost impossible to give adequate signals of one's intentions to drivers behind. The proposition is an interesting one, and has some humorous aspects. Will the majesty of the law be required to make left-hand steering illegal?—a very unlikely thing—or shall we be brought into line with the majority of the world by the dictates of a motor majesty?

AT OWNER'S RISK.

For some reason many garage proprietors, since one bell-wether set the path, have refused to drive cars, even on test after repair, unless the owner consents to take the risk of damage. It is a very unsportsmanlike course, an admission of lack of trust in employés, and, finally, it is unbusinesslike, for a road test after repair is most natural and desirable, and should be regarded as part of the repairing process. Surely it is for the repairer to cover, by insurance or otherwise, the risk of damage while a very necessary procedure is being carried out. One firm, at least, has now broken away from the unbecoming tradition, and has boldly shouldered the risk. Now that one of the flock has broken away there is hope for the others.

THE STANDS AT OLYMPIA.

Olympia has followed Paris in the matter of making the stands at the show uniform in style. The system has merits and demerits. It is quite feasible to argue that in the past chiful stand design and adornment has attracted undue attention in some quarters, and that unfair effects have been created by the massing of models. On the other hand, it may be urged that to put all exhibitors on the same level is to impose an equality which does not exist either in importance or merit of design. Another point is that if the big man is cramped the small man may have his work cut out to fill adequately the space allotted to him, and may make a poor appearance which does injustice to his goods. At all events, the report of the French show was that the arrangement tended to create a sense of monotony, and, in any case, buyers are very discerning nowadays, and are not to be misled by glitter.

ELECTRIC HEATING AND OTHER DEVICES.

With the advent of winter some car owners will experience difficulties in starting up their engines, in some cases possibly amounting to serious exhaustion, or, at least, discomfiture, even when the stock practices of filling the radiator with boiling water, wrapping a rag steeped in water round the carburettor and shutting off nearly all air, have been tried. There are now quite a number of miniature carburetters on the market, and the fitting of such an auxiliary may overcome the trouble. Those fortunate enough to be able to tap an electric light circuit are well off, and will probably find it worth while to invest in one electrical device or another. Quite a neat little arrangement is one which fits on to the carburettor and warms it up thoroughly when the current is turned on. The attention of those who want to go farther and prevent their engine ever falling to the chilly stage may be directed to small electric heaters, which can be suspended within the bonnet. The consumption is put at one unit of current for ten hours. The use of electricity for heating may, if desired, be extended from the engine to the driver, who can now purchase an electrically heated mat, and then add to his comfort by fitting to the steering wheel a couple of electrically heated grips. Thought has been directed towards starting an engine by means of house current, but it has not been found practicable owing to the difference in voltage between the car starting motor and that of the usual house or office current. The scheme is attractive, and is not technically impossible, but from a financial point of view it is practically so.

FRONT WHEEL DRIVE.

An Australian inventor, after 14 years' experiment, is threatening America and Europe, England in particular, with a design of front wheel drive, for which he claims improved steering and non-skidding qualities. His gear is called a radio-spherical gear. It has teeth something in the shape of a shamrock leaf, which remain interlocked whatever the angle at which the driving shaft and the stub axles make to one another. It is claimed that under all conditions the teeth maintained perfect rolling contact from end to end.

A SUCCESSFUL ATOMISER.

During the war a distinct advance was made in carburation, and the method by which it was secured is now being placed at the disposal of the public. The atomiser works on the principle of heating the incoming gas by means of several layers of gauze in an exhaust heated extension of the induction pipe. The effect of the passage of gas through the gauze is that it is thoroughly atomised and warmed, and the use of the atomiser effected in one case a saving of 1.2 per cent. in the consumption of fuel over a course of 24 miles. It is claimed that in some cases 50 per cent. improvements is made, and the makers guarantee an improvement of 20 per cent. Somewhat fortunately the largest improvement is shown in the use of lower grade fuels, such as would be used on a large scale in business.

LIGHT CARS.

Nothing is more remarkable in the motor world at present than the great addition to the number of light cars which has recently taken place. While practically all earlier light cars are still in evidence, but are almost outnumbered by new makes, it is but an expression of the old attempt to market a £100 car which has now become £200. It is true that many of the light cars are priced between £300 and £400, but quite a number are hovering on the £200 mark. The matter may still be regarded as, to a large extent, experimental as far as the pure miniature car is concerned, but with the stimulus of war time effort and experience, and bigger production ideas, the genuine £200 car may prove itself. New methods of treating metals may assist manufacturers in this project. It must be confessed that light car makers, as always, have shown more boldness in experiment than big car men, and this is largely the result of constant striving to meet the motoring needs of the multitude. This state of affairs is of considerable value to motor design progress. The powers of light cars vary from ten to twelve horse power, and in this range a great variety is offered.

AERO-ENGINE PRACTICE.

At least three makers have boldly adopted air-cooled radial engines, and it will be most interesting to watch for a while performances of this type of engine in its application to road work. There is no reason to suppose that it will prove unsuccessful, for though conditions differ from aero work, the chief problems of air-cooling have, of necessity, received deep study. One maker has adopted a five-cylinder radial, another a three-cylinder, while what is known as the flat twin, the simplest form of radial, and very popular on motor cycles, is now being applied to car work in more than one instance. Another remarkable experiment is the fitting of an eight-cylinder engine to one car of twelve horse-power, and as the make is thoroughly sound it should give results. But it must be regarded as a luxury. Another small car with radial engine incorporates a very bold but scientific departure in chassis design made up of triangles, the strongest form of construction, and whatever its merits, one is grateful for something original. Wood appears to have been almost ignored completely as material for frame construction. A feature of a new car by engineers, who hitherto have not made cars, is the fitting of the gear-box on the back axle, a practice which had almost died out. Another departure in gear-box design is the adoption of a friction drive for lower gears on a new light car brought out by a famous aviator. The friction drive has been fully justified for years past by a well-known small car which maintains its reputation fully, and makes also a satisfactory four-seater.

SMALL CAR PRODUCTION.

Rather a notable point is the attention that is being given to small car production by engineers who have not previously dealt with the motor. Their jobs should be good reliable ones, and the fact is significant of the extraordinary interest now being displayed everywhere in motors and motoring. It makes one rather tremble for the future of so many hopeful candidates for distinction, but it is indisputable that in the field of the small car British makers not only have led the way, but are still without rivals in a field which offers a very promising market. It is certain, too, that British light cars will continue to extend the interest and favour in which they are held abroad. British light car makers are so much ahead in the light car field that competitors in it will hardly be able to catch up, and there should be good markets also in the Dominions. At the same time newcomers are so numerous that hardly all of them can last, and it might be the greatest wisdom to combine resources on a much smaller number of designs. A French small car man of international repute is already producing in notable quantities, and though this rivalry will not necessarily prove dangerous, it should have the effect of exerting a steadying effect.

CO-OPERATIVE PRODUCTION.

So little difference is to be observed between many of the light cars that the subject of co-operative production should prove worth serious and practical consideration. Light cars are undoubtedly going to find a wonderful market.

A Melbourne telegram, dated Thursday, states that the Legislative Assembly has passed the anti-Profiteering Bill, which provides for a fine not exceeding £500 or a year's imprisonment.

CHRISTIAN SCIENCE MEETING IN DUBLIN.

There was a large attendance at the Abbey Theatre, Dublin, yesterday afternoon, when a lecture on Christian Science was delivered by Miss Mary G. Ewing, C.S.B., member of the Board of Lectureship of the Mother Church, the First Church of Christ, Scientist, in Boston, Massachusetts.

Captain Coote, who presided, in introducing the lecturer, said that what the world needed to-day was rest. Nothing new was happening—it was the old, old trouble, human unrest, and it was this trouble that Jesus taught how to cure. Christian Science taught them that this rest was obtainable just the same to-day as it was when Jesus was in the world, and that they were able to do what he ordered them to be just so far as they understood and applied his teaching. Christian Science was healing thousands of people every day of sin, sickness, and unrest solely through this understanding, and was helping them to love their Bible as they never did before. He had himself been cured of what was called an incurable disease, amongst many other things, but what one really valued was the rest, the certainty and confidence which came through the real understanding that "God is a very present help in trouble" to-day and always.

Miss Mary G. Ewing then delivered a lecture, entitled "Christian Science: A Study in Causation," in the course of which she said that she herself was a Christian Scientist because, many years ago, when her own father had been given up by physicians to die, he was quickly restored to health by Christian Science treatment. She rejoiced to be able truthfully to declare that the work of Mary Baker Eddy was to her to-day, after many years of reading and study, more profoundly interesting and helpful than ever before, and that it constantly revealed new beauties and new treasures of meaning. Christian Science destroyed cant and superstition, and established the Divine inspiration of Holy Writ through absolute demonstration of its truth. The fundamental truth of Christian Science was the fact about causation, that good, mind, spirit, was the only active, operative intelligence, or creative energy. The great mission of Christian Science was to teach them to think accurately, independently, spontaneously, and to reason honestly from the standpoint of understanding of true causation. Christian Science undoubtedly afforded the only consistent and permanent solution of the problems of labour and capital, of temperance and social reform, of the equal rights and responsibilities of men and women, of civil, religious, and racial liberty.

CONTROLLED PRICE OF ROOT CROPS.

DEPUTATION TO THE DEPARTMENT OF AGRICULTURE.

Yesterday a deputation representing the Co. Dublin Farmers' Association waited on Professor Campbell, of the Department of Agriculture, and Mr. O'Donnell, Food Controller, with the object of getting the control of root crops abolished or, in the alternative, to get a satisfactory control price fixed. The deputation was composed of Messrs. J. J. Lawlor, Chairman of the Association; P. J. Kettle, M. Dunne, C. S. Kettle, J. J. Fitzsimons, J. Hayes, and T. Fitzpatrick, secretary. These gentlemen were received at the office of the Department. They submitted figures showing the cost of production and the yield per acre, and, after some discussion, it was decided to remove the control, so that there is now a free market for turnips and mangolds.

FOOD PROSECUTIONS.

KINGSTOWN AND DALKEY TRADERS SUMMONED.

At Kingstown Police Court yesterday, before Mr. Lupton, K.C., a number of local traders were summoned for overcharging in sales, etc., at the instance of Constable Davis and Policewoman O'Neill and Kavanagh.

Patrick McKeone, grocer, 11 Upper George's street, Kingstown, and his assistant, Mary Doran, were summoned for overcharging for a tin of salmon and not showing the price and price list. McKeone was fined £8 and the assistant 10s. One shilling fine was imposed for not including salmon in the price list.

Mrs. W. Murray, 21 Castle street, Dalkey, and the manager, Peter Doyle, were fined respectively £10 and 20s. for charging 1s. 1d. for 9d. tin of salmon. The manager stated that the overcharge had been a mistake.

Denis Byrne, 28 Sandycove road, Kingstown, and his assistant, Julia Byrne, were summoned for overcharging 1d. on a tin of salmon and not having a price list. Byrne was fined 50s. for overcharging and 20s. for not displaying a price list. The assistant was fined 20s.

Nora O'Meara, 5 Railway road, Dalkey, and Francis O'Meara, assistant, were summoned for overcharging a halfpenny on a pound pot of jam. The assistant stated that the correct price was marked on the price list, and the overcharge was a mistake. The assistant was fined 10s. and the proprietor £3 and costs.

Marion McConnell, 51 Sandycove road, Kingstown, and Emily McConnell, assistant, were summoned for charging 1s. 1½d. for a pound pot of jam and for not showing a price list. It was stated that the list had fallen down, and was shown to the policewoman. Constable Davis said that it was a correct price list. On both summonses fines of £2 were imposed.

Thomas Healy, 6 Anglesea Buildings, Kingstown, and Lily Furlong, assistant, were summoned for charging 4½d. for a pound of Spanish onions, the control price being 4d. The proprietor stated that the price 4½d. was plainly marked in the window, and that he believed it was the correct price. It was a *bona fide* mistake. The Magistrate said that it appeared to be a genuine mistake, and both summonses were marked "Cautioned."

FROM THE LONDON GAZETTE.

WAR OFFICE, 4TH NOVEMBER, 1919.

REGULAR FORCES.—COMMANDS AND STAFF.—The undermentioned relinquish their appts.—A.G.'s and Q.M.G.'s Staff—D.A.A.G.—Maj. D. French, R. Dub. Fus. Attd. to Head-Qr. Units—Staff Capt.—Lt. G. F. Gough, R. Ir. Fus., and relinquishes the temp. rank of Capt.

The undermentioned appt. is made.—Personal Staff—A.D.C.—Lt. E. G. A. Fitzgerald, D.S.O., G. Gds.

The undermentioned (temp. 2nd Lts. to be temp. Lts.—J. W. Rawlings, R. C. Jonas, I. Gds.—2nd Lt. J. D. G. Duncan to be Lt., R. Ir. Fus.—2nd Lt. P. H. D. Dempsey to be Lt., but not to reckon for pay or allces. prior to 28th Mar., 1918. Conn. Rang.—Lt. J. P. Whelan, D.C.M., retires, receiving a gratuity, and is granted the rank of Capt.

ARMY MEDICAL SERVICE.—R.A.M.C.—The undermentioned Lt.-Cols. relinquish the temp. rank of Col.—Bt. Col. Lawrence Humphry, C.M.G.; Bernard B. Burke, C.B.E., D.S.O.; Dermot O. Hyde, C.B.E., D.S.O. The undermentioned Lt.-Cols. relinquish the actg. rank of Col.—Charles J. O'Gorman, D.S.O.; George M. Goldsmith, C.B.E., M.B., Maj. and Bt. Lt.-Col. Eugene Ryan, C.M.G., D.S.O., relinquishes the temp. rank of Lt.-Col.

MEMORANDUM.—Capt. ... be B. Daly, 4th R. Dub. Fus., Spec. Res., relinquishes the temp. rank of Maj. on ceasing to be empld. as Comdt. of a Bombing School.

The undermentioned to be actg. Capt.—Lt. L. G. Arnold, 5th R. Dub. Fus., Spec. Res., while Officer i/c. of Signals, Humber Garrison.

SPECIAL RESERVE OF OFFICERS.—RESERVE UNITS.—N. Ir. Horse—2nd Lt. J. M. Wherry to be Lt. The undermentioned 2nd Lt. to be Lt.—3rd R. Innis. Fus.—J. P. Rolleston.

REGULAR FORCES.—Service Battalions—R. Ir. Regt.—Temp. 2nd Lt. D. Rist (4th Bn. (late Garr. Bn.) to be temp. Lt. R. Ir. Rif.—Temp. Lt. P. L. Harris resigns his commission on appt. to R.A.F. Temp. Lt. O. Webb relinquishes his commission on completion of service, and retains the rank of Lt. R. Ir. Fus.—Temp. 2nd Lt. J. L. Bennet relinquishes his commission on account of ill-health caused by wounds, and is granted the rank of Capt. R. Ir. Regt.—The Christian name of 2nd Lt. Joseph Clare is as now described, and not as in Gaz. dated 21st Aug., 1917.

MOLYNEUX INSTITUTION FOR THE BLIND, LEESON PARK, DUBLIN.

The usual monthly meeting of the trustees and governors of the Molyneux Institution for the Blind was held on the 4th inst. Present:—E. N. Edwards, Esq., in the chair; Sir John W. Moore, W. G. Wakely, Esq.; R. A. Dixon, Esq.; J. R. Raphael, Esq.; C. Duggan, Esq., and the Rev. J. F. Fhair, Chaplain. Apologies for absence were received from the Lord Primate and Colonel Dawson.

The following subscriptions, donations, and gifts are gratefully acknowledged:—Miss Brodin, 10/-; Miss Chapman, 5/-; Rev. Percy W. Coster, £5, part Harvest Thanksgiving offertory, Kilbride Church; Miss Carson, £1; Lord Dunleath, £5; Colonel Doran, 10/-; C. Eason, Esq., 10/-; Mrs. Glenn, 2/6; Lady Holmpatrick, £2; Miss Jacob, £1; Miss Jennings, 2/6; Lady Palmer, £5; Miss I. Peet, 5/-; Miss Roe, 5/-; Miss M. A. M. Smith, 5/-; Dr. Tarleton, F.T.C.D., £1; Mrs. W. Verschoyle, 10/-; Miss Winslow, 10/-; Miss L. White, 10/-. Gifts:—Mrs. Brett, bacon; Mrs. Freeman Deane, apples; Lady Hughes Hunter, money for cakes; Miss Hubland tickets for G.F.S. fete; Miss Shannon, 4s.

The New Motor Car

Overland

The Greatest Improvement in Riding Comfort Since the Introduction of Pneumatic Tyres

HERE is a brand *new* type of car. It solves the problem which has baffled automotive engineers—how to combine riding *comfort* with *light weight and economy*.

The new *Three-Point* Cantilever Springs make this possible.

These are the *first* springs of their kind and they are made of chrome vanadium steel. They are exclusive with Overland.

Because of these springs the Overland 4 *combines* the riding qualities of large, heavy, expensive, long wheelbase cars, *together* with the advantages and economy of small light cars.

With 100-inch wheelbase, Overland 4 has the luxurious riding ease of 130-inch Spring-base.

The exclusive, Three-Point Cantilever Springs cushion the car so that it *rides well on all roads:* they reduce choppy rebounds and side swaying, protect the car from road shocks and *prolong* its life, minimise twisting or racking of frame and body, enable the car to hold the road better.

The car and passengers ride smoothly as though floating, free from road shocks that the *springs ward off.*

But this *new* riding comfort, possible *only* with these Three-Point Cantilever Springs, is but one of the advantages of Overland 4.

Its light weight makes possible great economy of *petrol* and *tyres.*

High quality materials insure durability. All vital parts of the front axle and steering gear and all highly stressed gears and shafts for driving the car are made of *alloy steel.*

The equipment list of Overland 4 is high grade, including Auto-Lite Starting and Lighting System—Electric Horn—Marshall Divan Upholstery Springs—Demountable Rims—Three Speed Transmission—Slanting Rain Vision Windscreen—Tillotson Carburetter—USL Battery and many other high quality conveniences.

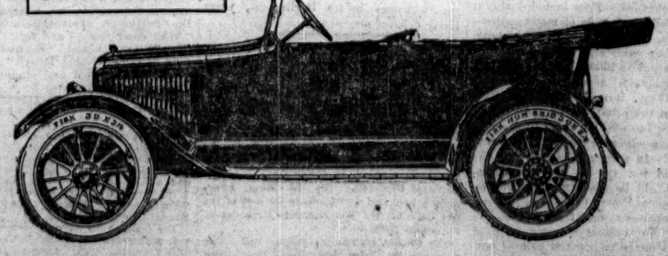
In every respect Overland 4 is a quality car. The body is all steel, all enamel, the brightest, hardest, most lasting finish.

Overland 4 has been tested for two years and more than 250,000 miles over the Rocky Mountains and prairies of America, through deep mud and scorching deserts—through quick, sharp climatic changes. As a result of these tests it was possible to judge the car's performance under every condition and to perfect it before offering it to the public.

The farther you *ride in it* the more you will appreciate it. Let us demonstrate the Overland 4 to you at your earliest convenience.

See the Overland Dealer in your town, and arrange for delivery.

OLYMPIA SHOW
1919.
STAND No. 40



Willys Overland Ltd., Overland House, 151-153, Great Portland St., W.1.

Telegrams: Wilovelon, London. Telephone: Mayfair 6700.

We are well represented at

OLYMPIA

to-day

When we sent representatives from our Dublin, Belfast and Cork offices to the Olympia Motor Show, we did so in order that Irish Visitors should have the benefit of their knowledge and experience when inspecting the products of those firms who have made us their Agents for 1920.

We know our reputation depends upon the efficiency and comfort of the cars we sell, and we confidently invite you to inspect the following cars and test them.

They are all models of proved efficiency and achievement, the post-war products of the best British, American and Continental manufacturers.

Note the Stand numbers and

ASK FOR OUR REPRESENTATIVE

He will arrange a trial run if you wish it.

OAKLAND CARS ...	... STAND	10
DUPLEX CARS ...	... STAND	15
MINERVA CARS ...	... STAND	51
DE DION CARS ...	... STAND	61
CALTHORPE MINOR ...	STAND	66
NAPIER CARS ...	... STAND	73
ENFIELD-ALLDAYS ...	STAND	77
OLDSMOBILE CARS ...	STAND	79
BUICK CARS	... STAND	79
CLEMENT-TALBOT ...	STAND	85
HAMMOND CARS ...	STAND	123

BRISCOE CARS

will not be exhibited, but can be inspected at the Showrooms, 14 Great Marlboro' Street, Regent Street, London, W.

For the exhibition of new cars and accessories only, we are building NEW SHOWROOMS, which will be completed shortly and opened to visitors at 27 GT. BRUNSWICK STREET, DUBLIN.

THOMPSON'S MOTOR CAR CO., Ltd.

27 Great Brunswick Street, Dublin.

Telegrams: "Traction, Dublin." 'Phone: Dublin 5001.

BELFAST
Victoria Square.
Telephone - - - - 2961
Telegrams: "Traction, Belfast."

CORK
Beasley Street
Telephone - - - - 936
Telegrams: "Traction, Cork."

Ford

THE Ford Car can well be called the "people's car," because there are more than 3,000,000 of them in daily operation. That is about four to one to the nearest follower in the motor car industry. This would not be so if the Ford car had not for sixteen years proved its superiority in service, in durability, and in the low cost for operation and maintenance.

Authorised Dealers for City and County of Dublin,

Autocars Ireland, Ltd.,

19 CHATHAM ST.

(Off Grafton Street),

DUBLIN.

CAR DIMENSIONS—Weight, 14 cwt.; length, 12 ft. 3 in.; width 5 ft. 6 in.; height (hood down, wind-screen folded) 5 ft. 3½ in.; height (hood up) 7 ft. Price, fully equipped, with electric starter and lighting, £335 (at Works, Manchester).

Patron, H.M. The King.

Thirteenth International

MOTOR EXHIBITION

Organised by The Society of Motor Manufacturers and Traders Ltd. in connection with the Royal Automobile Club.

OLYMPIA, NOV. 7--15

CHARGES FOR ADMISSION (including Tax).
TUESDAY, 11th, before 2, £1.
THURSDAY, 13th, before 2, 10/-
All other times 2/6
Open daily, 10 a.m. to 10 p.m.

Universal in its comprehensiveness, revealing phenomenal advance in engine design. Latest novelties in Accessories, Components, Tyres, Wheels, and Rims. Band of H.M. Welsh Guards twice daily.—J. Lyons and Co., Ltd., Caterers by appointment. Book of 8 non-transferable tickets, giving one admission each day during the Exhibition, can be obtained at the prices each (Tax included) on application, with remittance, to the Exhibition Manager, 93 Pall Mall, S.W.1.

OLYMPIA MOTOR SHOW

Take your Lighting and Starting troubles to **STAND 262**

C.A.V. WILL CURE THEM

PUBLIC AMUSEMENTS.

GAIETY THEATRE.
CARL ROSA OPERA CO.
TO-NIGHT AT 7.45. EARLY DOORS AT 7.0.
MARRIAGE OF FIGARO.
Misses Zoë Bennie, Doris Woodall, Olive Gilbert, Annie Wallace. Messrs. Harry Brindle, Frank Clarke, Harford Cook, Albert Isard.
Conductor—Arthur Delmotte.
To-morrow Matinee—"MIGNON."
Saturday (Last)—"BOHEMIAN GIRL."
Monday—"CARMEN."
Tuesday—"CAVALLERIA RUSTICANA."
Followed by "PAGLIACCI."
Wednesday—"TALES OF HOFFMANN."
Thursday—"IL TROVATORE."
Friday—"TANNHAUSER."
Saturday Mat.—"TALES OF HOFFMANN."
Saturday Evening—FAUST."

NATIONAL MATERNITY HOSPITAL, HOLLES STREET.
GAIETY THEATRE.
WEEK COMMENCING DECEMBER 1st.
In Aid of the Funds of above Hospital, and under Distinguished Patronage.
RATHMINES & RATHGAR MUSICAL SOCIETY
Present
EDWARD GERMAN'S GREAT OPERA,
"MERRIE ENGLAND."
Full Chorus and Orchestra of 100 Performers.
The Opera to be produced under the direction of
Mr. T. H. WEAVING, R.I.A.M.,
AND
Mr. ARTHUR CULLIN
(QUEEN'S THEATRE, LONDON).

EMPIRE THEATRE.
6.40.....TWICE NIGHTLY.....Preceded at 6.45
"FOR PITY SAKE."
"ONE OF THE MOST AMUSING PRODUCTIONS SEEN IN DUBLIN FOR MANY YEARS."
EXCLUSIVE FILM OF THE GREAT FIGHT,
JIM DRISCOLL v. CHARLES LEDOUX,
AND FULL STAR COMPANY.

ABBEY THEATRE.
TO-NIGHT at 8.15, and FOLLOWING NIGHTS.
MATINEE, SATURDAY, 2.30.
First Production in Ireland.
"ANDROCLES AND THE LION."
A Play in a Prologue and Two Acts,
By G. Bernard Shaw.
THE CONNER,
By Bernard Duffy.
Booking at Theatre. 'Phone 3268.

ABBEY THEATRE.
SUNDAY, NOVEMBER 9th, at 8.30,
ILLUSTRATED LECTURE on "HONOLULU, JAPAN, KOREA, and CHINA,"
Will be given by JAMES B. McCARTHY.

QUEEN'S THEATRE.
6.30 ..... TWICE NIGHTLY 8.30
Hubert O'Grady's Great Historical Irish Play,
"THE PRIEST HUNTER."
Seats Booked at Theatre. Tel. 3016.

BOHEMIAN THEATRE, Dominick Street. First time to Dublin. KITTY GORDON in "TINSEL AND GOLD." Comedy, Topical, and Interest.

PILLAR PICTURE HOUSE. MY UNMARRIED WIFE, Starring CARMEL MYERS.

PRINCESS, RATHMINES.
"THE PLOTTERS," Pathe Film,
Starring Gladys Hulette and Creighton Hale.
Showings at 4, 6.30, and 9. Full Programme and Professor Renaud's Famous Orchestra.

DONNYBROOK FAIR BAZAAR.
DANCING.
CLARKE BARRY'S BAND
(under Personal Supervision).
MANSION HOUSE,
NOVEMBER 5th to 12th.
First Session, 7 to 8.15—3/-. 8.30 to 10.45—3/6.

DANCE.
THE BLUE BIRD, KINGSTOWN,
TO-MORROW (SATURDAY), 8 to 11.
Evening Dress or Uniform.

GRAND DANCE.
THE CELEBRATED COLOURED
PHILADELPHIA COON BAND
Have Generously Consented to Play all their Latest Jazz Music
On
TO-MORROW (SATURDAY),
8 to 11 p.m.,
AT
SALTHILL HOTEL,
Tickets, 5/-, including Light Refreshments, may be obtained from Hon. Sec.

AN ARMISTICE DANCE
Will be Held at
THE ROYAL MARINE HOTEL, KINGSTOWN,
On TUESDAY, NOV. 11th, 1919.
DANCING, 8.30
MR. A. P. BARTER'S BAND.
Tickets, 10/6 (limited), may be had at the Office, Royal Marine Hotel, Kingstown.

PUBLIC NOTICES

STEWART INSTITUTION FOR IMBECILE CHILDREN.
AN ELECTION will be held on MONDAY, 8th DECEMBER NEXT, for the Admission of Nine Pupils, from 6 to 16 years of age.
Forms of Application may be had at the Office, must be filled in, signed with the Secretary on or before 10th November. Voting papers will be issued about 15th November.
In the case of candidates a portion of whose expenses is contributed, credit will be given for additional votes in proportion to the guaranteed annual payments. Each £20 paid annually entitles the subscriber to one vote. A donation of £5 5/- confers a life vote.
All further information can be had from the Secretary, at the Office, 40 Merrion square, Dublin.

INCORPORATED ORTHOPÆDIC HOSPITAL OF IRELAND, for Treatment of Club-foot, Knee, or other Joints; also Rachitis and Spinal Diseases, Upper Merrion street, Dublin.
A meeting of the Board of Governors was held on the 5th inst., the Chairman, Joseph Mooney, Esq., J.P., in the chair. Also present—William Brayden, Esq.; Miss Corcoran, Miss Dobbs, Captain French, G. S. Green, Esq.; Mrs. W. S. Haughton, Mrs. Hignett, Mrs. Johnson, E. D. MacLaughlin, Rev. H. B. Owen (Vice-Chairman), F. J. Phipps, Esq.
The routine business was transacted, and cheques amounting to £584 16/10 were signed in payment of the account for October, and the amount due for painting the hospital. The number of patients in the hospital on the 31st October was 72; daily average during the month, 75.
The Committee gratefully acknowledge the following subscriptions:—The Rev. A. Peach, £2 2/; Messrs. Jacob, £1 10/-; Messrs. Pim Bros., Messrs. McCabe, Orr, Grundy, £1 1/- each; W. B. Dobbs, Esq., £1; Miss Susan Hone, £1.

LEGAL NOTICES.

STATUTORY NOTICE TO CREDITORS.
In the Goods of
MARY ANN DORAN, late of 37 Corrig avenue, Kingstown, County Dublin, Spinster, Deceased.
Notice is hereby given, pursuant to the Act of Parliament 22nd and 23rd Victoria, Chap. 35, that all persons having any claims or demands upon or against the estate of Mary Ann Doran, late of 37 Corrig avenue, Kingstown, County Dublin, Spinster, deceased, who died on the 17th day of July, 1919, and Letters of Administration of her personal estate and effects was granted to Anne Doran, of Lougarnane, in the County of Down, Merchant and Farmer, on the 22nd day of October, 1919, forth of the Principal Registry of the King's Bench Division (Probate) of the High Court of Justice in Ireland, are hereby required to send in the particulars of their debts or claims to the said Administrator, at the office of the undersigned, his Solicitor, on or before the 5th day of December, 1919, and notice is hereby also given that after that day the said Administrator will proceed to distribute the assets of the said Mary Ann Doran, deceased, amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice, and that he will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim he shall not then have had notice.
Dated the 30th day of October, 1919.
WILLIAM JOHNSON, Solicitor for the said Administrator, 6 Merrion square, Newry.

SERMONS.

BY PERMISSION OF
HIS GRACE THE MOST REV. DR. WALSH,
ARCHBISHOP OF DUBLIN,
THE ANNUAL
CHARITY SERMON
In Aid of the
SICK AND INDIGENT ROOM-KEEPERS' SOCIETY
(INCORPORATED),
Will be Preached in the
PRO-CATHEDRAL,
MARLBOROUGH STREET,
On NEXT SUNDAY
By the
Rev. FATHER JOSEPH, O.F.M.C.
(President, Father Mathew Hall, Church street).
After the First Gospel of the High Mass, which will commence at 12 o'clock noon.

AT ALL THE CATHOLIC CHURCHES OF THE CITY ON THAT DAY SPECIAL COLLECTIONS WILL BE MADE FOR THE SAME OBSERVING OBJECT.

SUPPORT
DUBLIN'S OLDEST CHARITY.

The Sick and Indigent Roomkeepers' Society (Incorporated), Founded 1796—For the Relief of the Poor of all Denominations in the City of Dublin.
OFFICES—2 PALACE STREET, DUBLIN.

THE DUBLIN Week-end Paper is the "Weekly Irish Times." Last Edition on Sale every Saturday morning. Price Three Halfpence.

PUBLIC AMUSEMENTS.

THEATRE ROYAL.
HIPPODROME 6.45.....TWICE NIGHTLY 8.50.
THE ROYAL BRECONIANS.
WATERS and MORRIS. EFFIE MANN.
MORNY CASH AND STAR CO.
WINTER GARDENS.
Vocalist This Week—MISS BRIDIE MOLONEY.
Light Luncheons. No Charge for Admission.

TIVOLI 6.45, 8.45. TIVOLI
Tel. 61185.
G. W. FYVIE,
Irish Comedian and Expert Dancer.
Chilton, Algar and Lawrence. Lomax and Cissie. Jubb and Jerome. Lyle and Lee. George Selby. LAPUCCI TRIO ..... Comedy Gymnasts.

DANCES, 8 to 11 p.m.,
THIS EVENING,
AND
TO-MORROW (SATURDAY),
EVENING DRESS OR UNIFORM.
MR. MOODY'S BAND AND MR. MANAHAN'S BAND.
T. LEGGETT BYRNE,
'Phone 1813. 37 ADELAIDE ROAD.

GRESHAM HOTEL, DUBLIN.
CINDERELLA
(Under Hotel Management.)
SEASON 1919-20.
TO-MORROW NIGHT,
FROM 8 to 11.30.
DANCE TICKETS ..... 5/- each, at Hotel. Music under the Personal Direction of Mr. CLARE E. BARRY.

ST. VINCENT DE PAUL SOCIETY.
FLAG DAY
TO-MORROW.
TO — WHAT YOU CAN "AFFORD" TO GIVE
ADD A LITTLE MORE.
That "Little More" will be the Measure of YOUR Sacrifice to
HELP DUBLIN'S POOR.
And Brighten the Lives of Thousands of Innocent Children during the Dreary Winter Months.

PUBLIC NOTICES

DUBLIN HOSPITAL SUNDAY FUND.
President:
THE RIGHT HON. THE EARL OF MEATH.
Treasurer:
JOSEPH T. PIM, Esq., 22 William st., Dublin.
THE 46th
ANNUAL COLLECTION
WILL BE MADE IN UPWARDS OF
300 PLACES OF WORSHIP
On SUNDAY, NOV. 9th, 1919.
THE HOSPITALS ARE AVAILABLE FOR THE
SICK POOR OF DUBLIN
AND NEIGHBOURHOOD.
OWING TO THE GREAT INCREASE IN ALL HOSPITAL NECESSARIES, THEY ARE ALL GREATLY IN DEBT.
£5,000
WANTED THIS YEAR.

WM. PERRIN, Rocklands, Stillorgan, Co. Dublin.
ALEX. F. PERRIER, Ashtret, Ballybrack, Co. Dublin. Hon. Secs.
J. F. STOKES, 52 Upper Leeson street, Dublin.

N.B.—Contributions from those unable to attend the Services on Hospital Sunday will be thankfully received by the Treasurer or Secretaries, or may be lodged to the credit of the Fund in any of the Branches of the Royal Bank, Ltd.

INCORPORATED LAW SOCIETY OF IRELAND.
SOLICITORS' APPRENTICES' DEBATING SOCIETY.
Inaugural Meeting of the Thirty-Sixth Session, THIS FRIDAY EVENING, NOVEMBER 7th, At the SOLICITORS' BUILDINGS, FOUR COURTS.
The Auditor (Mr. James B. Stack) will deliver an Address on
"The Amalgamation of the Legal Professions."
Chair will be taken at eight o'clock by Robert G. Warren, Esq. (President of the Incorporated Law Society).
The Speakers will include—
Professor ARTHUR GILEY, M.A., LL.D.
DUDLEY WHITE, Esq., K.C.
EDWARD F. McHUGH, Esq., Solicitor.
CHARLES SAMBLE, Esq., Solicitor.
F. A. GALLAGHER, LL.B. } Hon.
T. O'SULLIVAN, Secs.

IRISH BANKS' HEALTH (APPROVED) INSURANCE SOCIETY.
Notice is hereby given that the ANNUAL GENERAL MEETING of the Society will be held at 63 ST. STEPHEN'S GREEN, DUBLIN, on WEDNESDAY, the 19th NOVEMBER, 1919, at 5 p.m.
Special Report of the Committee of Management for the year ending December, 1918: Election of President, Vice-Presidents, and Committee of Management.
To consider and, if approved, adopt new model form of Rules submitted by the Commissioners, and to transact general business.
LLOYD CHRISTIAN, Secretary.

THE MUNSTER AND LEINSTER BANK, LIMITED.
A BRANCH of this BANK will be Opened for Business at
CASTLEBLAYNEY, CO. MONAGHAN,
On MONDAY, 10th instant, under the Management of Mr. T. J. Linton.
By Order of the Board,
T. B. LILLIS, General Manager.

NOTICE OF APPLICATION FOR COMPENSATION FOR CRIMINAL INJURIES.
Take Notice that, at the Civil Bill Court to be held at Bailieborough on the 11th day of November, 1919, an application for Compensation for Criminal Injuries will be made on behalf of John J. Smith, of Clonboyne, in the County of Cavan. The nature of the injury complained of is that on Sunday, 14th September, 1919, between the hours of 7.30 and 10.50 p.m., a stack of oats weighing about four tons was burned and destroyed and windows in the dwellinghouse of applicant were broken and destroyed, and that the value of the injury incurred is Clonboyne, in the Parish of Castlerahan, Division of Castlehill, County Cavan, and the amount of compensation claimed is £40.
T. D. LANCH (Cochrane and Co.), Solicitor for Applicant, Bailieborough.

HIGH WATER AT DUBLIN BAR
To-day.... Morning 10.32 | Evening 10.52
To-morrow.... „ .. 11.12 | „ 11.36

SUNRISE AND SUNSET.
To-day.... Rises .. 7.37 | Sets 4.44
To-morrow.... „ .. 7.38 | „ 4.42

LIGHTING-UP TIME ..... 5.44 P.M.

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In the Newest and Most Up-to-date PALLADIUM OR PLATINUM SETTINGS.
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WEATHER FORECAST.

General Inference.—Pressure is high over Iceland and low to the S.E. of the British Isles. A cold, unsettled, north-easterly type of weather is likely to continue.
Ireland—Light or moderate winds, between N. and E.; fair or cloudy; some showers; cold.

ARRANGEMENTS FOR TO-DAY.

Theatre Royal—Hippodrome, 6.46 and 8.50 p.m.
Gaiety Theatre—"The Marriage of Figaro," 7.45.
Queen's Theatre—"The Priest Hunter," 6.30 and 8.30.
Empire Theatre—6.45 and 8.45 p.m.
Tivoli Theatre—6.45 and 8.45 p.m.
Abbey Theatre—"Androcles and the Lion" and "The Conner," 8.15 p.m.
Bohemian Picture Theatre—4.30 to 10.30 p.m.
Princess Cinema, Rathmines—Continuous.
Pillar Picture House—Continuous.
Donnybrook Fair Bazaar—Mansion House.
Decline of Dairying—Meeting of Departmental Committee, 10 a.m.
Solicitors' Apprentices' Debating Society, 8 p.m.

The Irish Times.

FRIDAY, NOVEMBER 7, 1919.

The King has addressed a message "to all my people," suggesting that, on the anniversary of the signing of the armistice next Tuesday there shall be a two-minute silence at 11 o'clock "in reverent commemoration of the glorious dead."

Sir Robert Horne, Minister of Labour, moved the second reading of the Industrial Courts Bill in the House of Commons yesterday. He explained that the bill proposed to establish an Industrial Court, to set up a Court of Inquiry into trade disputes, and to make it illegal to pay wages at a lower rate than that now paid under the decision of the *Interim* Court of Arbitration until 30th September, 1920. The bill was read a second time.

Yesterday in Dublin Lord French presented decorations to men of the 2nd Battalion of the Worcestershire Regiment, who had taken part in the first battle of Ypres in 1914. He congratulated the battalion on its capture of Gheluvelt on that occasion.

On and after the 15th inst., according to an Order which has been made by Lieutenant-General Sir Frederick Shaw, the owners and users of motor cars and motor cycles in Ireland must be in possession of permits to be obtained from the military or police authorities.

A letter was read from the Irish Packing Company, at the meeting of the Dublin Port and Docks Board yesterday, stating that they do not propose to lease any land for building in Dublin at present, but that they hope to be able to do so at a later period.

The Right Rev. C. T. P. Grierson, the new Bishop of the Diocese of Down and Connor and Dromore, presided in Belfast yesterday at the annual meeting of the Diocesan Synod. His lordship, in his address, referred to the necessity of increasing clerical incomes and to the great opportunities presented to the Church of fulfilling her duty in Ulster, where there existed a deep religious instinct.

The Stock Markets in London were more or less affected by the rise in the Bank rate, but at the close there were indications of a rally. The money market was dislocated by the increase of the Bank of England rate from 5 to 6 per cent. (the first change for 2½ years). Day-to-day money was arranged at 3½ per cent., and discount rates were purely nominal. In Dublin the feature was a sharp rise in Fine Spinners. Coats Shares were easier after the dividend declaration.

The King's Message.

The King's Message, which we print today, will touch the heart and imagination of his people throughout His Majesty's vast Empire. Next Tuesday will be the first anniversary of the signing of the Armistice. On the eleventh hour of the eleventh day of the eleventh month Germany admitted defeat, and peace and victory crowned the Allied arms. It is right that we should commemorate this great moment in the history of human liberty. The King suggests a manner of commemoration the simplest, the finest, and the most solemn that could be conceived. We know how the ex-Kaiser would have celebrated the first anniversary of a German victory. Germany's steeples would have rocked with clamorous exultation; millions of soldiers would have been paraded; perhaps, conquered monarchs would have adorned the War Lord's Triumph through the streets of Berlin. The British way is different. Our King gives no command, ordains no pomp. He asks his people to unite with him in one pregnant moment of memory. Next Tuesday morning at eleven o'clock, as the King desires and hopes, there will be a general suspension of work for two minutes. All labour in factory, shop, and office will cease; sound and locomotion will be stilled, so that, in that sacred silence, "all thoughts may be concentrated in reverent remembrance of the glorious dead." The King's desire will be fulfilled by his loyal subjects in these islands and, doubtless, throughout the whole Empire; for in this matter he has interpreted their will. Trains will halt for two minutes, and in London and other great cities the police will stop the traffic. In every locality some signal will be given at eleven o'clock: the maroons in London, once the harbingers of air-raids, will help to remind that immense community of its debt to the fallen. The celebration will be universal in Great Britain, and, though we cannot expect so much in Ireland, we hope and believe that our people will make an inspiring response to the King's wish. Thanks for victory, honour to the dead—surely the hearts of most Irishmen, whatever their politics may be, will stop the work of their hands when the solemn moment comes. Every Irishman and Irishwoman who have lost a dear one in the war, or to whom a dear one has been restored, must rejoice in this opportunity to bear public witness to their sorrowful pride or their deep thankfulness. We hope that all Irish trains and trams will be stopped for the two minutes, that a pause will fall on the noise and movement of street traffic, that the children in all our schools will lay down their books. The Irish are a reverent people, and we feel that even those whose warped opinions may rebel against participation in this noble gesture of memory will, at least, respect it. Why, however, should any Irishman refuse to thank God for the lens of thousands of young Irishmen whose devotion and courage have exalted our country among the nations? Yesterday Viscount French addressed, in Dublin, the gallant English battalion that filled the gap at Gheluvelt. On that day, just five years ago, Germany made her closest bid for victory. She would have gained it but for the genius of an Irish general and the desperate courage of English, Scottish, and Irish soldiers. This mercy, and a thousand other mercies, will crowd our minds when, throughout five Continents, next Tuesday consecrates its moments of silence to the memory of the dead.

The Disposal Board.

Although in matters of general financial policy the French Government since the war has shown remarkably little enterprise, in one respect it has given Great Britain a useful lead. France is not blessed with a Disposal Board. At Aubervilliers, in the plain of St. Denis, a huge *dépôt* has been established, where the great stores left behind by the American Army are sold directly to the public. Anyone who has the money can go and buy. There are no middle-men; there is no "profiteering"; Tom, Dick, or Harry can walk up to the *dépôt*, buy goods in quantities as small as he likes, and take them home to his wife without further circumstance. Tobacco and foodstuffs cannot be obtained. The former is sold only under Government control, and the latter have been "commandeered" for Vilgrain booths and the re-victualling of the devastated areas. Nevertheless, almost anything from a Cadillac motor car to a jack knife can be bought on the spot, and the *dépôt* has become the happy hunting ground of all those in search of bargains. In order that rich people shall have no unfair advantage over their less fortunate fellows, it has been decided that nobody can purchase goods beyond the *maximum* value of 1,000 francs. Thus there can be no "freezing out," and the *poilu* with 10 francs in his pocket is put on the same footing as the *rentier* with his lordly income. A message from Paris which we publish to-day records some wonderful bargains. Fur-lined overcoats can be bought at Aubervilliers for three francs. Who would not be a Frenchman? High rubber boots, which in these countries are within the reach only of millionaires and miners, are being sold in large quantities at 2 francs 50 centimes a pair, while blankets cost from 10 to 15 francs.

Yesterday we published an article from a special correspondent on our own Disposal Board. It gives a vivid, if melancholy, picture of the method—or, rather, the "scheme"—which our Government has devised to get rid of its surplus stocks; and, in view of the courageous action of France, its telling indictment of the Disposal Board acquires additional effect. At the time of the armistice we had some £700,000,000 of surplus stores in these countries. They included almost every conceivable article of merchandise—motor cars, tooth-brushes, wooden huts, and chewing gum—and could have been sold to the public like so many hot cakes. The bureaucrats, however, had other ideas. They formed the "Disposal Board," on the principle, we presume, of *lucus a non lucendo*, for the Board seems to have done almost everything except to "dispose." In spite of the fact that the public paid for the stores, and consequently should be the first to benefit by their "disposal," over the portals of Oriel House stands—or ought to stand—the legend: "No ordinary taxpayer need apply." As our correspondent pointed out everything is sold by the ton, the hundred yards, or the fifty pairs. To buy a pair of boots would be as difficult as to grow a pair of wings. Consequently, when anything does happen to be sold, it passes into the hands of the wholesaler, the retailer, or the "profiteer," while the poor consumer goes empty away. Moreover, our correspondent tells us, the Disposal Board has no less than thirty-four sections and sub-sections, with a corresponding number of potentates, who, like Swift's fleas, represent the first term in a geometrical progression of bureaucracy. Confusion is rampant, and stores rot. In the hands of half-a-dozen business men our surplus stores would soon be sold to public advantage.

While our Disposal Board is racking its collective brain to discover the precise category of teased hair, the Chancellor of the Exchequer is building great hopes upon the early realisation of our war assets. His rosy prophecy that next year we shall have a balance on the right side of our national books is based to a large extent upon the potential income to be derived from sales. Possibly he will be justified of his optimism, and the Disposal Board will justify its existence; but the man-in-the-street is sceptical. Certainly, our stores could be sold much more readily if some system similar to that of the French *dépôt* were adopted. Assets which Mr. Chamberlain hopes to realise "next year" could be realised now; stores which next year will be worthless could be sold at a profit; and, above all, the public would have a chance of satisfying its needs without the costly assistance of the "profiteer." In one case the Government traded directly. It sold a few millions of yards of aeroplane linen to Mr. Leonard Martin, ignoring, we presume, the intricacies of its Disposal Board. It did well, but, had it ignored Mr. Martin, it might have done still better. Mr. Smith, Mr. Jones, and Mr. Robinson were all anxious to buy linen; but, whereas Mr. Martin wanted millions of yards, they only wanted a few. Now they are forced to buy their linen from Mr. Martin, or from the traders to whom he has sold his stocks. Thus the system of middle-men is perpetuated and the public is compelled to pay for its Government's lack of imagination. Some day, perhaps, when the accumulated rust and mould of years render further storage unnecessary, the public may be invited to take its choice. Then the marine stores will have a busy season. At present, while the French consumer parades the *boulevards* in his two-and-sixpenny fur-lined coat, we must be content to freeze in the comforting knowledge that the Disposal Board is sticking to its post.

Dr. Steevens's Hospital.

We trust that the speech which Sir Arthur Chance delivered at yesterday's meeting in Dr. Steevens's Hospital will be pondered carefully by the Irish Advisory Council of the Ministry of Health. All our hospitals are in dire financial straits. The case of Dr. Steevens's Hospital is typical. Last year it received £9,000, and, although the most stringent economy was observed in every department, the expenditure came to £13,000. The overdraft at the bank now exceeds £8,000. What can be done to place these invaluable institutions on a sound financial basis? Sir Arthur Chance holds that eventually the Government must become responsible for their welfare. Dublin's hospitals are essentially national institutions. The Dublin Corporation contributes generously towards their upkeep, and increased grants from this source can hardly be expected. To support them all would cost at least £100,000 *per annum*, and it would not be fair, even if it were practicable, to ask the ratepayers to undertake such a burden. Pending Government action the charitable public must continue to meet the hospitals' most urgent needs. An appeal is about to be made for Dr. Steevens's Hospital, and, if a sum of £10,000 is raised, the Executive Committee's most immediate cause for anxiety will disappear. The good work which the hospital has done, and is doing, is too well known to require elaboration here. We would just mention one fact—that within its walls the sick and injured members of the Royal Irish Constabulary, to whom the public owes such a deep debt of gratitude for unswerving loyalty and unflinching courage, are nursed back to health and strength. The response to the appeal for funds will be a measure of the public's appreciation of the Force's services.

Old Age Pensions.

The Select Committee on Old Age Pensions has now completed its labours. It proposes further heavy burdens for the unfortunate taxpayer. Almost unanimously it recommends that the weekly rate of payment shall be increased from 7s. 6d. (which includes the war bonus of 2s. 6d.) to 10s. If the Government adopts this suggestion, the cost to the State will be about £10,000,000 *per* year. That, however, is merely one item in the Committee's report. A majority makes a far more startling proposal. It believes that rich and poor should be treated alike, and that, no matter whether a man is a millionaire or a pauper, he should be eligible for the Government's bounty when he attains his seventieth birthday. This proposal, it is said, has been made at the instance of the witnesses for the friendly societies, who argued that the present system, under which the possession of an income of £31 *per* year disqualifies a person for the pension, has a direct and serious effect upon their members. They regard it, in fact, as a penalisation of thrift. We are told, and can quite believe, that there was considerable cleavage of opinion in the Committee on this suggestion. The minority took the more sensible view that, if the State was prepared to make such a huge addition to expenditure the money would be spent more beneficially in a further increase of the weekly sum of those qualified for relief. An effort was made to induce the majority to be content with a recommendation that the income *maximum* should be doubled, but this suggestion failed to secure much support. From these facts it will be gathered that, when the report comes before Parliament, some lively debates may ensue.

COURT CIRCULAR.

VICEREGAL LODGE, DUBLIN.
THURSDAY.

His Excellency the Lord Lieutenant, attended by Captain R. Wyndham-Quin, A.D.C., and Captain J. de Pret, A.D.C., was present at the Trooping of the Colour by the 2nd Battalion the Worcestershire Regiment, at Portobello Barracks this morning, in commemoration of the Battle of Gheluvelt. His Excellency subsequently presented decorations to the men of the 2nd Battalion the Worcestershire Regiment at Portobello Barracks.

The Provost of Trinity College and Mrs. Bernard, Sir John and Lady Rose, Lord Askwith, and Lady Eva Wyndham-Quin had the honour of being invited to dine with His Excellency the Lord Lieutenant at the Viceregal Lodge this evening.

LONDON CORRESPONDENCE.

59 FLEET STREET, LONDON,
THURSDAY NIGHT.

The King's suggestion that the memory of the glorious dead fallen in the war should be marked on Tuesday morning by two minutes' silence is one that will appeal universally. It is sensible and practical, and needs no adventitious aid of any kind to make it a real token of respect and thankful appreciation. Those who remember the tribute paid to the late King Edward by a general stoppage of movement on the day of his funeral know how very effective such a tribute can be.

Mr. Denis Henry, who was answering Irish questions to-day, informed a Labour member that the Chief Secretary was unable, owing to the pressure of work involved, to grant a return of the number of raids made by the police and military on private houses in Ireland during the last twelve months. Thereupon Mr. MacVeagh asked if they were more numerous than the raids made by the Germans while in occupation of Belgium. Mr. Henry quietly remarked: "I was not a member of the German Government," and Mr. MacVeagh said no more.

Asked when it was proposed to introduce a Government of Ireland Act Amending Bill, Mr. Bonar Law said that he was not yet in a position to make a statement on the subject.

A long string of questions addressed to the Postmaster-General regarding the proposal of the Press Association to instal their own private wires to the provinces, and to engage a retired Post Office official to superintend their working, received a brief and summary reply. Mr. Illingworth said that he had agreed to lease certain lines to the Press Association on the same terms as to newspapers, with the result that the Post Office would be relieved of a good deal of unremunerative work. As to Mr. Newland's engagement, he was at perfect liberty to take it, since the Postmaster-General had no control over superannuated officials.

Up to the present the Housing Act has not resulted in the erection of many new dwellings. Dr. Addison said that plans for 48,000 had been submitted to his department, and 31,000 of these had been approved. He had no information as to the number actually completed, but was aware of a few cases. Whereat members laughed ironically.

The business on the Order Paper was the Industrial Courts Bill. Sir Robert Horne moved the second reading in his usual suave manner, and traced the many difficulties which had to be surmounted before the Bill came to birth. The trade unions wanted the Bill made compulsory as regards the employers, but objected when the Minister proposed to make it compulsory all round, fearing that they would lose the privileged position secured to them by the Trades Disputes Act. Consequently compulsion had to be dropped altogether, but Sir Robert expressed a pious hope that, nevertheless, most of the awards made by the new courts would be observed.

The welcome accorded to the Bill by the Labour members was of a somewhat negative character. Mr. Clynes admitted the good intentions of the Government, but was doubtful as to the success of the Bill. He thought that they would be better employed in trying to find a remedy for the prevailing out-of-work conditions. Labour disliked interference with its internal affairs, and he suggested amendments on the point. The Bill, he pointed out, would not have prevented the railway strike. Mr. Jack Jones declared that nothing would induce organised Labour to give up the right to strike, whilst Mr. Hemer, who moved the rejection of the measure, was of opinion that the Bill would foster, rather than prevent, industrial strife. Sir F. Banbury seconded the rejection of the Bill as a protest against any further interference of the Government in industrial disputes. Sir Donald Maclean favoured a public court of inquiry into trade disturbances, and said that the country ought to know the real facts.

The subsequent debate was of very little interest, and the second reading was carried by a House of about a dozen members.

Colliery owners in the House of Commons are quite in agreement with the Labour Party that the recent debate on the appointment of the new Coal Controller was a long way from revealing, or dealing with, the position of the industry. Both sections are desirous that there shall be a further debate in order that this defect may be corrected. The colliery-owners are firmly of the opinion that, if all the facts could be brought to light, there would be a substantially unanimous public demand for the abolition of the Controllership, which they declare to be more of a hindrance than a help in regard to production and distribution. It is probable that the Government will shortly be asked for the desired further opportunity of debate.

At the usual weekly meeting of the Irish Unionist Parliamentary Party to-day (Captain Charles Craig in the chair) Sir M. Dockrell and Captain Craig were instructed to seek an interview with the Transport Minister (E. Geddes) in order to secure representation of Irish railway stockholders on the proposed Railway Shareholders' Committee. It was also decided to send a letter to Mr. Hugh T. Barrie, Vice-President of the Irish Department of Agriculture, expressing sympathy with him in his illness, and pleasure at the fact that latest medical reports about him are of an encouraging character.

Mr. Speaker's Commission on Federal Devolution sat for the fifth time at the House of Commons to-day. The attendance was again very large. Further consideration was given to the question of the areas for which separate legislation are to be suggested, and, while no formal decision was arrived at, the feeling of the gathering proved to be strongly in favour of treating England, Scotland, and Wales as single separate entities. It was not prepared to deal with the case of Ireland until the position in relation to that country has become clearer.

Only a few days ago it was announced that the unemployment dole would come to an end, except for ex-naval and military men. The Labour Party are not satisfied with this, and are pressing for a continuance of the civilian dole. The Cabinet has had the matter under consideration for some time, and, since it came to the conclusion that the dole must be dropped, it is difficult to see how it can now grant a continuance. It is certain that the public generally will resent any decision to continue the dole, more particularly if it should be increased in response to a suggestion made in the Labour ranks.

Colonel Malone's visit to Russia was referred to in the House to-day, and created a little scene. Captain Guest, who was answering for the Foreign Office, said that the hon. member's passport was made out for Esthonia, and he had no information as to how he got into Russia. Mr. Billing asked if any action was to be taken against Colonel Malone, whereupon one of the Bolshevist sympathisers called out, "Why don't you go and fight?" to which Mr. Billing retorted, "Because I have to fight traitors in this House." Then the Speaker intervened and stopped this exchange of compliments.

LECTURES IN THEOLOGY FOR WOMEN.

The following lectures in Theology have been arranged for women in Trinity College, Dublin:—
The Rev. A. H. McNeile, D.D.—Subject: "Modern Study of the New Testament," Fridays at 4.45, beginning Friday, November 7th.
The Rev. N. J. D. White, D.D.—Subject: "The Church," Mondays at 4.45, beginning Monday, November 10th.
The lectures are open to women graduates and undergraduates of the University and to other women. The courses are designed primarily in connection with the Diploma in religious study for women recently instituted by the University, but are open to others who do not intend to proceed immediately for the Diploma.

DR. STEEVENS'S HOSPITAL.

ANNUAL MEETING OF THE LINEN GUILD.

THE HOSPITAL'S NEED OF FUNDS.

The annual general meeting of the Linen Guild in connection with Dr. Steevens's Hospital, Dublin, of which Lady Arnott, D.B.E., is the President, was held in the Boardroom of the Hospital yesterday evening. The chair was occupied by Brigadier-General Sir Joseph A. Byrne, Inspector-General, R.I.C., and there was a large attendance.

THE ANNUAL REPORT.

Lady Arnott read the annual report of the Linen Guild, in which the committee thanked Linen Guild, in which the committee thanked all those who had taken such a keen interest in the work of the Guild since the inaugural meeting held on 24th March, 1917. The report continued:—

In spite of the many other calls made on our friends during the past three years, the Guild may claim to have been a real help to the hospital. Our receipts for the current year, commencing April, 1919, amount to £321, including £54 (the result of a jumble sale held in April). Very special thanks are due to Miss Clay and her helpers, through whose zeal and hard work such a splendid result was obtained. The numbers of articles provided during the year was 400, and included nightshirts, nightdresses, bed jackets, children's clothes, pillowslips, locker cloths, tea and kitchen cloths, roller towels, and quilts. In our own homes linen makes a heavy demand on our stock of linen; in a hospital the wear and tear are unceasing. To provide for the 150 beds now open in the hospital 760 sheets are needed in one year. The life of a sheet in constant use is from three and a half to four years. To keep up the supply we should add 200 sheets a year to the stock. This does not include draw sheets, of which at least 200 are required, and about 600 pillow cases. This is a low estimate, as, of course, many cases require double or treble this number. We have bought sixty new quilts this year. Each bed requires at least three a year, so to keep up our stock we should add seventy per annum. If to the linen we add mattress, bolster, pillows, and blankets, which also go through heavy wear and tear, we get some idea of what it costs to keep up the supply we should add 200 towels a year to keep up the supply we should add 200 towels a year to our bedding alone. To the bedding we must add towels of all kinds and in any number, and also table and other linen for the Nurses' Home. The hospital has been greatly helped this year by gifts from War Hospital Supply

FINANCIAL NEWS

DUBLIN STOCK EXCHANGE.

RISE IN BANK RATES. THE COATS DIVIDEND STATEMENT. LARGE DEALINGS WITH REALISATIONS.

There was even more interest taken in Stock Exchange securities yesterday, as both buyers and sellers were very much in evidence. Rumours true and otherwise, as to developments, bonus shares, and amalgamations were bandied about, and occasionally made to do duty for established facts, so eager were operators to believe all they hear or imagine may come about. The Banks of England and Ireland official discount rate was raised from .5 p.c., fixed in April, 1917, to 6 p.c. yesterday, and the deposit rate was correspondingly raised from 2½ to 3 p.c. The advance in Bank rates was not generally known until near the close of the business hour (12 to 1 o'clock), and had a depressing effect in certain directions, such as the Funds, which shaded off perceptibly. Banks were quiet, and Guinness were once more the turn better. City of Dublin Steam advanced 6 points. Home Rails were busy and irregular. Parent Tyre Def. fell to 63s. xd., but Dunlop Rubbers were busy at a higher level. Textiles were generally very strong, especially Bradford Dyers and Spinners, the latter being bought heavily for the other side. The Coats dividend statement was made known after hours. The shares were the turn easier on the notification, but Spinners were buoyant, and rose sharply. Bradford Dyers were also a good spot, and the price moved over 50s. Oils were good, but eased after hours on the advance in the Bank rates.

The Funds were weak. Consols fell ¼, War Loan 5 p.c. ½, and India 3½ p.c. ¼. Funding Loan rose ¼.

Banks were scarcely altered. Northern "A" rose ¼ to 6, but Royals fell ⅛ to 12⅛.

Among Breweries and Distilleries Guinness Ord. rose ⅛ to 35¼, but the Pref. fell ⅛ to 10¾. Dublin Distillers show no change.

Dealing in Steam securities was confined to City of Dublin Stock, which rose 6 to 275.

In Marconis the Ord. fell 6d. to 6¾, the Pref. ¼ to 120s., and Americans 3d. to 33s. 9d.

Among Home Rails Co. Down rose ½ to 100½, Great Southern ½ to 70½, and Great Northern Debs. ¼ to 75¼, while Midland Great Western fell ¼ to 33, the 5 p.c. Pref. 5¾ to 57, and Dublin and Kingstown Leased Line 8 to 120 for an odd lot.

In Trams, Dublin United Pref. rose ¼ to 10⅞.

As regards Dunlops, Parent Tyre Deferred further weakened to 63s. 6d.-63s. x.d. from 64s. sellers the previous day. Dunlop Rubber rose ½ to 9⅝, and D.A.T. "Pool" Shares closed about 38s. 9d.

Among Manufacturing Shares, Dyers rose 1s. to 50s. 6d., Spinners 4s. to 78s. 6d., after touching 79s. and 78s.; Hely's Ord. 7½d. to 24s. 7½d., and Lever Bros. "A" Pref. 9d. to 20s. 6d., while Coats fell ⅛ to 9¾, Bleachers 3d. to 39s., and Cottons 1s. to 49s.

Trading Shares were idle, and Miscellaneous securities show no change.

In other business done, Anglo-American Oil rose ¼ to 8⅞, Assam Oil 1s. 6d. to 61s. 6d., and Shells ⅛ to 10⅛-⅜, but Mexican Eagle fell ¼ to 12½. Imperial Tobacco were very firm at 8s. 9d.-8s. 10½d.

After hours the following prices were called:—Imperial Tobacco 68s. 9d., Dunlop Rubber 9⅞, D.A.T. "Pools" 38s. 6d.-38s. 9d., Coats Ord. 9⅞, Preferred-Ord. 49½, and Shells 10⅛.

BANK OF IRELAND.

Discount ..... 6 per cent., 6th November, 1919.
Deposit ..... 3 per cent., 6th November, 1919.

BUSINESS DONE:

Consols	(51¾)	51¾	Dunlop Ord...197/6 & 8/9
43 War Ln.	(92½)	92⅝	Marconi ....(133/-) 132/6
Funding Ln.	(95½)	77	Do. Pref. ....(132/6) 130/-
6% Exch. Bonds		100	Do. America *33/9
India 3½%	(63½)	63¼	Do. Spanish..(14/-) 14/-
India 5%	(100¼)	100	Johnston Pref.(95/-) 95/-
B. Ireland..(220)	*220		Bleachers ....(34/3) 34/-
National Bk..(19½)	19½		Bradford Dyers
Northern Bk.	6		(49/6) 50/- 50/6
Royal Bk. ....(12¾)	12⅞		Coats ....(9¾) 9¾
Dublin Dist. Ord.			Sew. Cotton...(96/-) 95/-
Do. Pref. ....(44/-)	44/-		Fine Spinners
Do. Pref. ....(5½)	5½		(74/6) 79/- 8/6 8/- 8/6
Guinness ....(35½)	35⅞		Hely's Ord. (24/-) 24/7½
M.G.W. Ord. ....(10½)	10⅝		Lever "A" Pref.....20/6
Do. 5% Pref. ....(72½)	73		Do. "B" Pref.
Kingstown Rail.	*120		(20/6) *20/6
Loughswilly ....(60/-)	60/-		White Tomkins
Dublin Trams Pref.			(29½) 29/-
(10⅛)	10⅛		Dublin Art. Dwellings
Parent Ord. ....(32/6)	23/6		(10⅛) 10⅛
Do. Def. ....(64/-)	65/- *3/-		Civil Ser. Bld.(22½) 23½
Do. Pref. ....(15/-)	15/-		Assam Oil *61/6
			Mexican Eagle Ord.
			(10⅛) 10⅛-⅜
			Shells ....(10⅛) 10⅛-⅜
			Bass Ord. 47/6
			Imperial Tobacco
			(68/9) 68/9 8/10½

(Last business done given in parentheses.)

Odd lot.

FLAT STOCK MARKETS.

QUITE UNPREPARED FOR THE BANK RATE'S RISE.

HEAVY FALLS IN HOME GOVERNMENT STOCKS.

(FROM THE FINANCIAL NEWS OF TO-DAY.)

Though the Stock Exchange had been warned of the imminence of an advance in the Bank rate—and might, had it been subtle enough to suspect, which nobody outside a very limited circle in the city was in a position to do, that the action of the New York Federal Reserve Bank to limit speculation was the precursor of a similar movement here—the change in the official minimum came as a complete surprise. A certain degree of reserve was visible from the opening, and even before the announcement came there was ominous selling of speculative shares, which was later recognised as the sequel of the curtailment of Bank accommodation in the North. But, broadly speaking, markets were much as before until the news from the Bank called a sudden halt. The consequences of the advance were felt in varying degrees. British Government Stocks were badly hit, especially the War Loan and Victory Bonds, the latter, presumably, because much is held on borrowed money; but it may be recalled that the banks gave a run of six months from July for the special rate on advances to subscribe to the new issue. Home Rails weakened as a matter of course, and Trunks retreated, but Argentine Rails, having special factors to sustain them, escaped relatively lightly. Leopoldinas were an exceptional feature of strength. In the Foreign market the effect was to deaden, rather than to depress, and Peruvians were unharmed. Mexican issues of all sorts were flat.

LONDON STOCKS DOUBTFUL.

DOWNWARD MOVEMENT ON INCREASED BANK RATE.

The Stock Exchange turned irregular, and a downward tendency predominated in most directions on the news of the Bank rate advance to 6 p.c. All domestic issues were naturally affected to some extent, and there was also something of a shake-out in the speculative groups, particularly among Oil Shares, which flattened considerably. The close, however, was not without indications of rallying power, and even the sentiment influence exercised by the higher official minimum is not of the same character as that which operated in pre-war times in a similar situation, when big contango accounts existed. In the gilt-edged section, War Fives flattened to 91½, while the 4½ p.c. Loan gave way to 86 and Consols to 51½. There were other moderate falls. The Funding Loan finished around 76¾ and Victory Bonds around 93. The Tax Compounded Loan receded ¼ to 101. Indian Government issues held their ground, but lacked underlying firmness. There was little doing to test values among Colonial Loans. Rodan fully-paid script closed at 99 after being weaker.

Changes.—Falls—Consols ¼ to 51½; 3½ p.c. War Loan, 5 to 86½; 4½ p.c. do., ¼ to 86; 5 p.c. do., ⅞ to 91½; 6 p.c. do., ¼ to 101.

ALLIED BONDS LOWER.—In the Foreign Market, French Fives opened very flat at 66½, and were finally a point down at 66¼. Russian securities were rather gloomy on the latest war news, but Far Eastern securities, though quiet, showed better resistance. Egyptians were no weaker, but this group was a waiting one. Peruvians displayed some renewed strength, the Pref. spurted another point to 37. Argentine and Brazilian issues were hesitating.

Changes.—Rises—Peruvian Corp., ¼ to 9; do. Pref., 1 to 37. Falls—French Loan, 1 to 66¼; Mexican Fives, 3 to 58½.

HOME RAILS DULL.—Home Rails kept on the downgrade, though many quotations look attractive on yields, apart from the Labour question. Many Trunk and Trade Stocks reflected fresh falls of ¼ to ½. Scotch Stocks drooped narrowly, closing with occasional falls of ¼ to ½.

MEXICAN AND CANADIANS FLAT.—Canadian Pacifics held at 177. Grand Trunk Senior Stocks left off ¼ to 1 down, and the Ord. at 10¾ lost the turn. The passage of the Nationalisation Bill through the Canadian Congress had no effect, the market awaiting results in the Senate, where the Government majority is small. Mexican Rails remained off colour. Several Argentine Rails eased off ¼ to ½, though the market showed resistance on the decline. Armavir Touapse Bonds fell 2 to 35½. Leopoldinas were a good spot, rising ¼ to 41½.

INDUSTRIALS CHILLED BY THE HIGHER BANK RATE.

COATS BONUS DOES NOT MEET THE BEST EXPECTATIONS.

(FROM THE FINANCIAL NEWS OF TO-DAY.)

Although the advance in the Bank rate was not unexpected, it inevitably had some chilling effect upon the Miscellaneous and Industrial market yesterday, as upon other parts of the Stock Exchange. Whether ultimately the rise in the official minimum to 6 per cent. and the general levelling up of monetary charges which it portends will have a seriously restrictive influence upon business of the semi-speculative type remains to be seen. Yesterday afternoon the tendency was certainly for business to contract, but sweeping deductions can hardly be drawn from that, for markets were taking their bearings in the new conditions. There is no contango account open, and while certain stocks and shares are probably pledged with the banks and others in fairly big lines, and upon these advances higher interest will have to be paid, this will hardly act as a deterrent to bargain hunters, who have sensed big opportunities. High rates on liquid balances, on the other hand, do naturally tend to lessen the urgency of finding those balances quick employment in the security domain. Even in the rather confused conditions which developed, cheerful features often survived. Banks, of course, were disposed to cheerfulness. Dear money means higher profits for them. Textiles were mostly good, though Coats reacted moderately, the 2s. bonus, making 40 per cent. for the year, against 30 per cent., not meeting the best expectations. The capital re-organisation proposals are not known yet. They are to be posted in the form of a circular to shareholders on Saturday. Caterers remained flabby, and there was talk of hitches in negotiations as vague as the amalgamation rumours which preceded them. Bengal Irons were again strong, buying coming mainly, it was said, from the East. Insurance Shares reacted, and Shipping halted after a good start.

Among Iron and Steel Shares, Bengal Irons spurted another ¼ to 12, but the general list was dull. Brunner Monds were offered back to 44s., the interim 10 per cent. dividend having no stimulating effect. Explosives Trades Ordinary was in demand, and rose 6d. to 23s. Alby Cachide held at 18s. 6d., but Nitrogen Products, at 16s. 6d., were 6d. down. J. Knight further reacted ¼ to 2¼. Roneos remained a bright spot, rising 6d. to 46s. 6d. Cements were slightly realised, Associated Ordinary settling back another 6d. to 22s. 9d. The Motor group was quieter, but there was a big business in British Motor Trading around 17s. Rolls Royce drooped afresh to 9¾, a loss of ⅛. Amalgamated Press Ord. advanced ¼ to 61¼ on revived expectation that the impending report will announce a big bonus. Among Banking descriptions the shares of the big Metropolitan institutions were firm, without material change. Bank of Australasia further rose 2 to 144. There were many falls of ¼ to 1 among Insurance issues. Shipping Securities made a good start, but did not hold mid-day levels. London American Maritime Trading was good, rising 2s. on balance to 38s. 6d. Cunards and P. and O. Def. failed to retain early gains. Indo-China Def. further weakened 2 to 58. Cairns receded 1s. to 69s., and King Lines ¼ to 34. Courts held firm around 44s. 6d. Breweries lacked sustained cheerfulness. Ashanti sopp Pref. gave way 2 to 87½. City of London barely held at 300. Hotel Shares were mostly steady. There was a large business in Criterions, which finished around 32s. 6d. Aerateds and Lyons were dullish, without further change, but Liptons sagged another 6d. to 51s. Liebigs were strong, jumping 1¼ to 27. Peek Frean Pref. lost ¼ at 4. Coats re-advanced and left off ¼ down at 9¾, but Courtaulds were bought, and gained ¼ at 11½. Fine Cotton Spinners added the same fraction at 3¾, and Bradford Dyers appreciated ⅛ to 2⅞. Celico Printers shaded a trifle to 28s. 3d. Harrods were active, and improved ⅛ to 3½. The Buenos Ayres Ord. eased ⅛ to 1⅞. Barkers picked up ⅛ to 1½. Apart from a good rise of 1s. to 14s. in Spanish Wireless, the Marconi group was easy. The Ord. eased ⅛ to 6¾, the Marine Shares at 3½ closed also ⅛ down, and the American Shares shaded 3d. to 32s. 6d. Nitrates were quiet and dull again. Londons fell ¼ to 23¾. In the Land group, there was a jump of ½ to 2¾ in Argentine Southerns. Perkin Syndicates recovered 9d. to 35s. 9d. Hudson's Bays retained their previous improvement. Nigers settled back 6d. to 76s. 6d., while Sudans at 8¼ lost ⅛, and Rio de Janeiro at 12s. were also the turn weaker. Little movement was recorded in the Canadian American section, apart from a fall of 3½ to 57 in Canadian Cars.

SHARP SET-BACK IN OILS.

BURMAHS, SHELLS, AND MEXICAN EAGLES ALL LOWER.

ANGLO-AMERICAN AND BRITISH BURMAH PROVIDE STRONG FEATURES.

(FROM THE FINANCIAL NEWS OF TO-DAY.)

Dealings in Oil shares yesterday were once more accompanied by considerable noise and excitement. The leaders opened firm and in the early dealings had an improving tendency, but the announcement of an advance in the Bank rate became the signal for some fairly general offering, and prices went back sharply. Burmahs, Shells, and Mexican Eagles all showing substantial falls, while many of the speculative favourites were sympathetically affected. A few shares held aloof from the depression, notably Anglo-American Oils, which continued to receive active attention on rumours of a forthcoming bonus issue, and although the price was not maintained they still marked an advance on the day. Another strong spot was provided by British Burmahs, of which there were renewed buying from the East. Trinidad issues became flat, Trinidad Oilfields reacting sharply while Russians had a heavy appearance. Ural Caspians, North Caucasians, and Spies all giving way. The market steadied at the end, and the view was expressed that following upon the sensational all-round advance which has taken place of late, the shake-out will make for more healthy conditions. Closing prices:—

Anglo-Bulgarian	8/6	9/6
Anglo-Egyptian "B"	5⅛	5¼
Anglo-Maikop	5/0	5/6
Anglo-Persian Pref.	25/0	26/0 -6d
Anglo-United	2⅞	⅜ pm. -⅛
Assam	2¾	2¾ -⅛
Black Sea Amalgamated	3/0	3/6
British Burmah	2¾	2¾ +¼
Burmah	18¾	18¾
Caspian Oil	21/0	22/0
Cawan Oilfields	8/0	9/6
Eagle Transport Pref.	5¼	5½ -⅛
English Oilfields	3¾	3¾ -⅛
Havana Oil	4⅞	4/0½ -1½d
Kern River	53/3	54/3 -1/0
Lobitos	3¾	3¾ -⅛
Mancels Petroleum Trust	9/6	10/6
Mexican Eagle Ord.	11¾	11¾ -⅛
Mexican Eagle Pref.	11¾	11¾ -⅛
National Petroleum	10/9	11/3 -3d.
New Granby	8/6	9/0
New Sabieneff	8/3	8/9
North Caucasian	27/3	28/3 -1/6
Oil Trust	4/0	4/3 -1½d.
Oilfields of England	19/0	20/0
Premier Pipe	6/10½	9/1½ +½
Ratoczyn Galicia Pref.	3¾	3½ +⅛
Rumanian Consolidated	23/6	24/6 -9d.
Shell Transport	10⅝	10⅝ -⅛
Do. Pref.	9⅞	9⅞
Spies	13/6	14/0 -1/0
Suez Oil	9/6	10/6 +6d.
Suvoroff Taman	9/0	10/0
Trinidad Central	5⅛	5⅛ -⅛
Trinidad Leaseholds	3½	3½ -⅛
Trinidad Oilfields	27/6	28/6 -2/0
Tyl Unguja	2¾	2¾ -⅛
Uroz Oilfields	26/0	27/0 -6d.
Venezuelan Oil	4¼	4¼ +⅛

MINES WELL MAINTAINED.

EARLY HESITANCY GIVES PLACE TO A MORE CONFIDENT FEELING AND A FIRM CLOSE.

(FROM THE FINANCIAL NEWS OF TO-DAY.)

Although many members found it difficult to understand why a 6 p.c. Bank Rate should adversely affect the speculative markets, seeing that no big open accounts exist, yet the fact remains that the raising of the official minimum was the signal for a fairly general lowering of prices. Even the Mines felt the effect of a change of sentiment, and for a while some hesitancy prevailed in Kaffir departments. Later, however, a more reassured feeling asserted itself, and shares which had been offered down came into request, so that at the close this market presented quite a steady appearance. In fact, more than half the movements on the day were in favour of holders. Anglo-American Corporation continued on the up-grade, and Gold Fields, Rand Selection, Vereeniging, and several others were being quietly absorbed. Rhodesians failed to shake off entirely the effects of early dulness, and Tanks and Zams were easier, but Chartered held their ground. One or two Diamonds receded, but the shrinkages did not amount to much. The improvement noticeable in the Tin section, and particularly among the Nigerians on preceding days made further headway, helped, no doubt, by the further rise of £2 per ton in the metal price. There was some very good buying of Ropp, Mongu, and Tin areas, the last-named on the announcement of an interim dividend at the rate of 10 p.c. per annum. The Cornish issues remained dullish. Ashanti Goldfields, among West Africans, were better, and Akkims were an active market. Barriers were uninteresting, and the strike news caused an easier tendency among Westralians. Coppers showed some improvement under the lead of Tintos, but Russians were on the down grade, the news of the Bolshevik successes not being relished. Elsewhere Burmas and Bawdwin, though subject to heavy profit taking, were only slightly easier, and Columbian Mining and some of the Mexican issues experienced shrinkages, but Chemical and Metallurgical continued in steady demand, and marked a further improvement.

RUBBER MARKET REVIEW.

(FROM OUR FINANCIAL CORRESPONDENT.)

The price of rubber is 1d. higher on the week at 2s. 6d. per lb. In the Share market the volume of business keeps growing, and prices continue to rise daily in response to persistent demand. Yesterday there was quite a blaze of activity all round, with numerous fresh advances. Anglo-Dutch, exceptionally, show a net fall of 2s. on the week. After some sharp fluctuations on the meeting, the price dipped to 53s., but has since recovered to 54s. 4½d. Rubber Trust rose on Wednesday to 41s. 9d., and reported further yesterday to 45s., which is 5s. higher on the week. Batu Kawan have been freely bought, and have advanced 3s. 9d. to 43s. Brieh are up ⅛ at 40s. bid, and Bukit Kajang have gained ⅛ at 83s. 9d. Good rises have occurred in Batu Caves at 18½, Braunston Shares at 9¾, and Batu Tiga 5½. Central Tyavancore and others in fairly big lines, and upon these advances higher interest will have to be paid, this will hardly act as a deterrent to bargain hunters, who have sensed big opportunities. High rates on liquid balances, on the other hand, do naturally tend to lessen the urgency of finding those balances quick employment in the security domain. Even in the rather confused conditions which developed, cheerful features often survived. Banks, of course, were disposed to cheerfulness. Dear money means higher profits for them. Textiles were mostly good, though Coats reacted moderately, the 2s. bonus, making 40 per cent. for the year, against 30 per cent., not meeting the best expectations. The capital re-organisation proposals are not known yet. They are to be posted in the form of a circular to shareholders on Saturday. Caterers remained flabby, and there was talk of hitches in negotiations as vague as the amalgamation rumours which preceded them. Bengal Irons were again strong, buying coming mainly, it was said, from the East. Insurance Shares reacted, and Shipping halted after a good start.

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DEALINGS IN LONDON MARKET.

The following dealings among active stocks and shares were "marked" in London yesterday:—

Consols—51¾, ½, ¾, ⅝, ¾, ½, ½, ½, ½, 50¾, 1.
3½ p.c. War Loan—86¼, ½, ¼, ½, ¾, ½, ¼, ½, ¾, ½, ¼, ½, ¾

JOSEPH F. KEOGH & CO.'S AUCTIONS.

WEEKLY FURNITURE AUCTION, TO-DAY (FRIDAY),

AT 25 BACHELOR'S WALK.

ANTIQUE AND MODERN FURNITURE,

PIANOFORTES, MOTOR CARS, AND GENERAL MISCELLANEOUS EFFECTS,

Including—Two magnificent 6ft. 6in. Mahogany Mirror-back Sideboards, 4ft. 6in. Mahogany Bookcase, Sheraton Chest of Drawers, Sheraton Card Table, Chippendale Display Cabinet, Walnut Revolving Bookstand, 3ft. 6in. Solid Walnut Bedroom Suite, large Walnut Overmantel, Bevelled Plates; 3 Oak Pedestal Writing Desks, beautiful Walnut Inlaid Loo Table, large Mahogany Cheval Glass, two small Ebonised Music Cabinets, in Ormolu Mounts; Three-tier Mahogany Dinner Waggon, Fluted Pillars, two small Inlaid Walnut Music Cabinets, in Ormolu Mounts; two 4ft. French China Cabinets, Ormolu Mounts; Console Table and Glass, Seven-piece Chesterfield, set in Moquette; very fine Maple Chest of Drawers, two Mahogany Chest of Drawers, two Mahogany Enclosed Sideboards; four very fine Sporting Prints, three Mahogany Chairs, Solid Oak Dining Table, Nine-piece Solid Walnut Diningroom Suite, in Rexine, magnificent 7ft. Solid Walnut Wardrobe, 4ft. Mahogany Hall Stand, two Mahogany Card Tables, two Bedwood Arm Chairs, seven-piece Drawingroom Suite, in Tapestry, Mahogany Frames; two Three-piece Chesterfield Suites, Nine-piece Solid Walnut Diningroom Suite, in Saddlebags; 4ft. 6in Sol'd Walnut Carved Bedstead, upholstered in Tapestry; three Massive 4ft. 6in. Brass Beds, Black and Brass Enamel Bedsteads, Wire Mattresses, Combination Beds; Bedroom Suites, various sizes, in Oak, Walnut, and Mahogany; two Sheffield Candelabra; Oak Registered Office Desk, Mahogany Glass-door Wardrobe, hall lanterns, sliding shelves, Pedestal Cheval Glass, Sets of Mahogany and Walnut Diningroom Chairs, Walnut Drawingroom Chairs, upholstered in Saddlebacks and Tapestry; Occasional Chairs, magnificent Oil Paintings and Engravings, Speculative Oil Painting on Panel; China, Cut Glass and Ornamentals; Kitchen Presses, Dressers, Chairs and Tables, Cooking Utensils; Tradesman's Tricycle Carrier; four Pairs Curtains, and Tapestry.

FURS.—ELECTRIC SEAL COAT, WITH BEAVER COLLAR AND CUFFS; ONE ELECTRIC SEAL, WITH AUSTRALIAN OPOSSUM; SKUNK Natural Ties, Capes, Pony Coats, etc.

CARPETS.—Axminster, Brussels, and Turkey Carpets, Rugs, Oilcloth, Linoleum, etc.

PIANOS.—Magnificent Broadwood Concert Grand, Collard and Collard Cottage.

MOTOR CARS.—10-12 h.p. very handsome 5-Seater Car, Bosh magneto, any trial given; 15 h.p. Mitchell, Bosch magneto, in perfect running order; 15-18 h.p. Sopker, 4-Seater, Bosch magneto, in good running order; 15 h.p. R.C.H., 2-Seater, Bosch magneto, any trial given.

DRAUGHT MARE to suit in all harness.

Goods on View, Motors View this morning. Auction Commences 12.30. China and Glass Sold at 1 o'clock. Furs at 1.30. Pianos 3 p.m. Motors at 3.30 p.m. Carpets 4.30.

JOSEPH F. KEOGH & CO.,

AUCTIONEERS AND VALUERS, HOUSE AND ESTATE AGENTS,
25 BACHELOR'S WALK, DUBLIN.

EXECUTOR'S SALE,

ON WEDNESDAY, 12TH NOV., AT 25 BACHELOR'S WALK,

AT ONE O'CLOCK.

JOSEPH F. KEOGH and Co., having disposed of the Furniture, have received further instructions from the Executor of Mrs. Jane C. D'Arcy, deceased, to SELL the DWELLING-HOUSE and PREMISES known as

MOUNTAIN VIEW, 6 CASTLE STREET, DALKEY,

(WITH IMMEDIATE POSSESSION),

Containing—Two sittingrooms, three bedrooms, kitchen, scullery, w.c., bathroom (h. and c.), and small garden front and rear; gas laid on. Held under lease for 999 years from 1st May, 1915, at the annual rent of £7 10s. Valuation, £14 10s. Title and Conditions of Sale from

JOHN J. DUNDON, Solicitor, 24 St. Andrew street, Dublin, and Limerick, or from the Auctioneers,

JOSEPH F. KEOGH & CO.,

HOUSE AND ESTATE AGENTS,
25 BACHELOR'S WALK, DUBLIN.

AUCTION TO-DAY (FRIDAY) AT 12.30 O'C., AT COX'S NEW AUCTION ROOMS, 29 BACHELOR'S WALK.

HIGH-CLASS FURNITURE AND PIANOS,

Comprising:—A magnificent Overstrung Baby Grand Piano, by Hoppler & Sohn, Hamburg; an Upright Iron Grand Overstrung, by Knauss, Coblenz (maker to the Emperor of Germany); another Upright Grand, by Thurmer, Berlin (three artistic, overstrung instruments); a Rosewood Pianino; two 6ft. Mahogany Dining Tables, with Enclosed Cupboards; French Ormolu Half-circular Rosewood China Display Cabinet; Mahogany-framed Diningroom Suites, nine pieces; Set of 12 Spoon-back Diningroom Chairs, covered in Morocco; three Sets of 6ft. Mahogany Screw Dining Tables; 10ft. Set of 6ft. Mahogany Folding Oval Table; Nine-piece Drawingroom Settee Suite, Walnut Frames, covered in Tapestry and Hair-upholstered; Walnut, Mahogany, and Copper Coal Boxes; Eight-piece Drawingroom Suite, in Tapestry; old Oak Hall Chest, Antique Tea Store, beautifully-carved Card Tables; Ten and Coffee Services, in Silver-plate; Violin and Cases; Hand-painted Drawingroom Centre Table, Inlaid Burr Walnut China Cabinet; a magnificent Rosewood China Cabinet; Brass-rail Fenders; Three-tier Window Tables, Brass-rail Fenders and Brasses; Pair of Oval Mirrors, in Wood Carved Gilt Frames; three Mahogany and Burr Walnut Oval Tables; 13ft. Set of Economy Dining Tables; Brass Dinner Gong, Gilt Drawingroom Clock, beautiful Drawingroom Inlaid Rosewood Ornamental Glass; six other Diningroom Tables; Inlaid, Walnut, and Gilt Frames; Mahogany Three-tier Dumb Waiter; bold Leather Suit Case, Grandfather's Hall Clock, Mahogany Hall Stand, two Hall Chairs; about 20 Old Paintings, Prints and Engravings; set of four old Brass Candlesticks, a quantity of Decorative and other China, Dinner and Tea Ware; Pair of Brass Fire Curtains, Cabinet Singer Sewing Machine, Hand-loo, Piano Seat and Music Holder combined; a magnificent Dublin-made Mahogany Bedroom Suite, comprising Three-wing Glass-door Wardrobe and Duchess Pair; 6ft. 6in. Dark Walnut Bedroom Suite, six pieces; 5ft. Reflex Dark Walnut do.; 6ft. Mahogany Wardrobe, with Sliding Trays and Hanging Compartments; Burr Walnut Duchess Pair, Birch Duchesse Dressing Chest, two Mahogany Chests of Drawers, Birch Duchesse Pair, Wardrobes, Dressing Tables, Toilet Glasses, Washstands; Double Rail Cot; several All-Brass, Black and Brass, and Mahogany Inlaid Beds, with good Wire and pure Curled-Hair Mattresses, quantity of Bedding; White and Gold Curtain Poles; Kitchen Dresser and Tables, Kitchen Presses, Pots, Pans, and Sauicepans; several lengths of Linoleum; Patent Churn; Royal Axminster Carpet, 12ft. x 12ft.; Kidderpatch Rug; 15ft. Length of Donegal Homespun Tweed; and numerous other lots.

AUCTION COMMENCES AT 12.30. PIANOS SOLD 3 O'CLOCK.

FURNITURE AUCTIONS CONDUCTED AT PRIVATE HOUSES.
VALUATIONS MADE FOR PROBATE, INSURANCE, &c.

JOHN H. COX, F.A.I., AUCTIONEER.

FURNITURE AUCTIONS CONDUCTED BY JAMES H. NORTH & CO., AUCTIONEERS, GRAFTON STREET.

ESTABLISHED 60 YEARS. TELEPHONE NO. 65.

G. R.

MINISTRY OF MUNITIONS.
By Direction of the Disposal Board
Portsmouth Dockyard.
Ex H.M. DOCKYARD, HAULBOWLINE, QUEENSTOWN, CO. CORK.
IMPORTANT INDUSTRIAL SALE BY AUCTION
SALE OF
FURNITURE, STORES, AND ARISINGS,
At the
MESS HALL, WHITE POINT, QUEENSTOWN,
On WEDNESDAY, 19TH; THURSDAY, 13TH; NOVEMBER, and FRIDAY, 14th, if necessary),
Commencing each day at Ten o'clock prompt,
By Order of the Disposal Board.

THE SALE WILL INCLUDE:
6 h.p. GARDNER OIL ENGINE, "CRIMPTON" ROTARY CONVEYOR, MOTOR BOAT, CAPSTAN, LINENS, BLANKETS, HOSPITAL and VICTUALLING STORES, RUBBER SEA BOOTS, OILSKIN CLOTHING, etc.
FURNITURE—25 DINING, KITCHEN CARD and BILLIARD TABLES; 50 SHIPS' Enclosed Cabin Washstands, 50 Pedestal Writing Tables, Rollton Desk, 35 Chests Drawers, 200 Arm, Easy, Dining, Bentwood, and Windsor Chairs, Desk Stools, Mirrors, Cabinets, Ships' Beds, Mattresses, Bronze Lamps, Brass Fittings, Stable Harmonium (by Malcolm, London), 120 Brush Mats, large quantities Linoleum, Coir Matting, Mattings, Floorcloths, Crumpets, Chairs, Cushions, Trestles, Forms, etc.
LINENS, etc.—500 Wool Blankets, 259 Red Sheets, 600 Cotton Sheets, 1,000 Kedah Towels, Counterpanes and Quilts, 530 Furniture Covers, 169 Curtains, etc.
STORES—Large quantities new and old Fibre, Asbestos, Rubber, Metallic Packing, Leather, old Cork, Ebonite, Lead, etc.; 5 Tons Firewood, 850 Gals. Mineral Spirits, Oils, Varnish, and other Oils, Biscuits, Flour, Oxyline Solution, etc.
ARISINGS—Sark Trucks, Table Fiddles, Tanks, Ships' Pendulums, Clocks, Grindstones, Fire Extinguishers, Capstan Bars, Fencing Bayonets, Vaulting Horse, Fencing Guards, Barricades, Boxing Gloves, Pulley, Snatch and Gin Blocks, Electric Radiators, Ladders, 700 Electric Lamps, Lamp Part, Engine Board, and Deck Lamps; Leads, Reels, Lugs, Seine Nets, Hellows, Drilling Machines, Stoves, Wire Netting, Leg Irons, Oil Filters, Refrigerator Plant, Electric Motor, Hammers, Anvils, Planes, Hauls, Accumulators, Divers' Knives, Engine Spanners, Searchlight, Telephones, Lifebelts, Forges, Shackles, Steel Wire, Ships' Pumps, Lenses, Nails, etc.
MACHINERY, etc.—5 Ton Capacity Capstan, 25 ft. Motor Boat (old engine), 5½ b.h.p. "Gardner" Horizontal Oil Engine, 280 r.p.m.; Rotary Converter, by "Crompton," D.C. side, 100 v., 500/900 r.p.m., 35 h.p.; A.C. side, S.P. 60 v., 25/30 r.p.m., 24 k.v.a.
CLOTHING—500 Pairs Seamen's Boots, Oil Skin Coats, Jackets, Trousers, Sou'westers, Flannel Cloth, "Fearnought" Cloth, New Remnants, Wool Underwear, etc.
AND AN IMMENSE VARIETY OF MISCELLANY IMPOSSIBLE TO DETAIL. Full particulars in Catalogue, price One shilling each, admitting to View Monday, 10th; Tuesday, 11th, and Sale to be had from The Naval Stores Officer, Queenstown, or The Area Disposals Officer, 124 Lower Baggot street, Dublin; or the Auctioneers.

W. P. GRAY & MACDOWELL, LTD.,

40 CHICHESTER STREET, BELFAST.
Wires—"Realise, Belfast." 'Phone—99.
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STORE CATTLE SALES

EVERY THURSDAY. ENTRIES INVITED.
R. & J. WILKINSON,
Auctioneers etc.,
40, 41 PRUSSIA STREET, DUBLIN.

GRAZING TO LET BY AUCTION.

MONDAY, NOVEMBER 10th,
at 1.30 p.m.,
52 ACRES OF THE LANDS OF THE WARD, for Season.
55 ACRES OF THE LANDS OF THE WARD, for Mrs. Finnegan.

The above Lands are first class Grazing Lands, conveniently situated, being only five miles from the Cattle Market, and have a plentiful supply of water. Terms at Sale.

R. & J. WILKINSON,

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40, 41 PRUSSIA STREET, DUBLIN.

CO. CARLOW.

EXCELLENT GRASS FARM, 40 acres, 1 P.M. Annuity, Ashbourne Act, £625; F.L.V., £42 10s. Drainage Tax, 7/- per annum. Two-storeyed Slated Residence, 7 apartments; stabling 5 horses; cattle houses, 30 head; all concrete floors in out-offices; good water; very desirable locality. Outgoings paid to December 1st, 1919. Immediate possession. Apply to

ROBERT BELL,
Auctioneer, CARLOW.

THE BEST WEEK-END PAPER FOR DUBLIN
People is the "WEEKLY IRISH TIMES."
Last Edition on Sale every Saturday morning.

ARTICLES CONTINUED (FROM PAGE 2).

RICK-COVERS, SACKS,
PETRIE BROTHERS, WATERPROOFERS,
WATERPROOF COVERS,
35, 35, and 37 Usher's Quay, Dublin. T

SOLID Leather Portmanteau, good condition and size, £4 10s. 1st floor, this office.
STAMPS—For Sale, Stanley Gibbons Album, containing over 1,250 stamps, all Countries. T
TYPEWRITERS—Every known make; special bargains. Bennett Works, 5 Upper Ormond quay. T
TYPEWRITER, 1st floor, this office. Latest working order; for Sale, price £12.—H 103, this office. F
VARIETY Business for Sale; long established, quarter assets. Inquire, H 298, this office.
WATCHES, Clocks, and Jewellery, Large Stock for Sale; no dealers.—Z 1451.
WIDOW'S Dress, Ogilvy; small Indian Clubs, Calisthenics, Reckoning Board, Curvature, round shoulders.—H 268, this office.

SPORTS AND PASTIMES.

A HERD, 100, 5, three piece, best quality Greenheart Trout Rod, as new; bargain; owner going abroad.—B 551, this office.
FOOTBALLERS, Cricket, Covers, Jerseys, Boots, Playing Rods, Lines, Fishing Sundries, Cricket, Tennis Golf Clubs, Balls, Bags, Repairs; moderate terms. T
FOR Sale, Cleek, Mashie, Putter; Irving Mashie, 22/-, Irving Putter, 20/-; Irving Cleek, 20/-. T
GUN, double lumaver, 12, steel barrels, perfect order, £8.—H 302, this office.
RABBIT Nets, Rabbit Snares, Long Nets, Hare Nets, Plover Nets, Rabbit Snares, Snaring Wire, Ferreting Sundries, Muzzles, Medicines, Dressing Combs, Rabbit Harmonium (by Malcolm, London), 120 Brush Mats, large quantities Linoleum, Coir Matting, Mattings, Floorcloths, Crumpets, Chairs, Cushions, Trestles, Forms, etc.
LINENS, etc.—500 Wool Blankets, 259 Red Sheets, 600 Cotton Sheets, 1,000 Kedah Towels, Counterpanes and Quilts, 530 Furniture Covers, 169 Curtains, etc.
STORES—Large quantities new and old Fibre, Asbestos, Rubber, Metallic Packing, Leather, old Cork, Ebonite, Lead, etc.; 5 Tons Firewood, 850 Gals. Mineral Spirits, Oils, Varnish, and other Oils, Biscuits, Flour, Oxyline Solution, etc.
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CLOTHING—500 Pairs Seamen's Boots, Oil Skin Coats, Jackets, Trousers, Sou'westers, Flannel Cloth, "Fearnought" Cloth, New Remnants, Wool Underwear, etc.
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Last Edition on Sale every Saturday morning.

ARTICLES WANTED.

ANTIQUE Silver Cups, Candlesticks, Salvers, Sugar Bowls, also Diamond Ornaments, Precious Stones, and Old Gold; highest prices given.—Wynne & Son, 'urchin House, Grafton st. T
ANTIQUES Wanted, China, Cut Glass, Engravings, Furniture, etc.—Edward Butler, 14 Bachelor's Walk. T
DIAMONDS, Old Gold, Antique Silver, Miniatures, etc., Purchased for cash.—Edmond Johnson, Ltd., 94 Grafton st. T
FEATHER Beds Wanted; highest prices paid; will send to examine in city.—Irish Feather Co., Ltd., Tara st., Dublin.
GOLD, Jewellery, Silver Plate, Diamonds, Pearls, Teeth Settings, Watches, Antiques, etc., purchased at extreme values; immediate cash for country parcels.—Gerty and Son, 46 Dawson st. 12 3
GUNS Wanted, NOLAN AND SONS, Feather Merchants and Purifiers, Cork, 127
highest prices for all kinds of Feathers, New and Old, in large or small quantities. We Pay Carriage and Supply Empty Bags if Required. Prices quoted on receipt of Samples by Post. T
OLD Plate Teeth Wanted; 6d. per Tooth paid, and full value for Platinum, Gold, or Silver Roots; also Diamond Jewellery of every description Purchased.—Kenworthy's, Jewellers, Ashton, Manchester.
SAFES—Couple Wanted immediately; also any Office Furniture.—H 321, this office.
WANTED, to Buy Books, Magazines, Novels, Furniture, etc.—Weeks, 77 Amnster st.
1/6 PER dozen Jam Pots, Wine and Porter Bottles; Secondhand Clothes, Furniture, Lumber Boards; F 1765, this office.

MACHINERY.

ANYTHING in Engineering Requirements, Land or Marine, Diesel, Motor, Tools, etc., can best be obtained from Tack's, Lower Abbey st., Dublin. T
ALL kinds of Machinery, Scrap Metals Purchased.—T. M. Goodbody, Ltd., Dublin. Telephone No. 2550. 72 6
BALING Presses, Howard and Rueton, new and secondhand, good running order; prompt delivery. Particulars, E. Pope and Co., Victoria Iron Works, Bedford.

BATES FARMERS' OIL ENGINES.
ALL SIZES FROM STOCK.
THE DAIRY ENGINEERING CO. OF IRELAND, LTD.,
21/22 BACHELOR'S WALK, DUBLIN.

BURRELL 6 H.P. Compound spring mounted Engine for Sale, splendid condition. Apply Acton, Foster place, Dublin.
CORN Drills, Massey Harris latest improved.—Dairy Engineering Co. of Ireland, 21 and 22 Bachelor's Walk. B

DELIVERY FROM STOCK.
NEW
CLAYTON TRACTION and PORTABLE ENGINES,
And
THRESHING MACHINES.
Also a few good Secondhand Sets,
Or. BINDERS FOR TRACTORS.

THOMPSON'S MOTOR CAR CO., LTD.,
GREAT BRUNSWICK STREET, DUBLIN. T

FOR Sale, one 6 h.p. Fowler Single Cylinder Traction Engine, in perfect condition, fitted with Mossie oil pump, and sawing outer foot plate, fire box, as new, no patches; also tubes and smoke box; can be seen working any day; price £550 net cash; also a 4 ft. Horsley Thresher, fitted with new mad wheels, seats slight new beaters, price £115 net cash. Apply Graham, Brownstown, Kilcock, Co. Kildare.
FOR Sale Vertical Steam Boiler, 12 feet high, 4 feet diameter. Apply Factory, Kearney's lane, Cork.

MACHINERY CONTINUED

FOR Sale, one of Child's Automatic Self-feed Sieve and Fan for Cleaning Oats and Barley; in good working order. Apply J. Minchin and Sons, Clonmel. C
FOR Sale, Linotype Machines, two Model 1 Machines, in good working order, one Model 2, Magazine 4 (6 point), one 14 ems measure, the other capable of setting up to 30 ems. For particulars apply to "Linotype Machines," this office.
FOR Sale, a quiet, Corn and Saw Mill, combined, water power; good district.—H 286, this office. B
FOR Sale, 8 H.P. Portable Engine, by Clayton and Shuttleworth, only two years working, guaranteed genuine 160 lbs., in perfect order; 4' 6" Split Pulley, 13" face, and 6" of Chimney Shaft complete; now running by appointment; immediate delivery.—Dublin Saw Mills, Kimmage.
GAS Engine for Sale, 16 h.p., Stockport. Can be seen at Educational Company's Works, Talbot st., Dublin.
GAS Engine for Sale. To be seen at Millar and Hall's Motor Garage, Cork. Apply there.
HEATING Apparatus, with extensive flow and return piping and Radiators, for Sale.—H 304, this office.
OIL Engines, all sizes, from stock.—The Irish Engineering Co. of Ireland, Limited, 21 and 22 Bachelor's Walk, Dublin. B
POTATO Diggers—Bamford's, first, from stock.—The Dairy Engineering Co. of Ireland, 21 and 22 Bachelor's Walk, Dublin. B
WANTED, Hand Chaffing Machine, 60 lbs., or upwards, new or secondhand.—Z 1266, Machine, this office.
WANTED, medium sized Screw Cutting Lathe, complete plate; Dynamo, about 100 volts, 15 amps.; Oil Engine, 5 H.P. in good order.—H 7, this office. A
WANTED, two or three ton Hand Derrick Crane, 40 to 50 ft. radius; kindly state lowest price and where it can be seen.—Hammond Lane Foundry Co., Ltd., 111 Great Brunswick street, Dublin.
2 TON Steam Jib Crane, to suit Irish gauge, by Taylor, Tangye. For price and particulars apply Tangye, Limited, Birmingham. 1577. T
2 H.P. Fairbank's Petrol Engine for Sale, suitable for driving farm machinery, in perfect working order.—Z 1215, Engine," this office. A

TIMBER.

DRY Hardwood Blocks, cut any length, for Sale, loaded on rail, by ton or wagon.—Z 1206, Blocks," this office. T
WANTED, Scotch and Spruce Timber, either standing or on rail; any quantity. Apply Dubalow Saw Mills, Kentish.

GARDEN, FARM, BEES, ETC.

ALL Owners of Gardens to ensure best results should get their Fruit Trees now.—Irish Agency, 1 Upper Ormond quay, Dublin. T
A BOUT Bulbs for Bowls, Bulbs for Boxes, Bulbs for Pots, Write Rowan's, The Prize Bulb Merchants, 51, 52 Capel st., Dublin.

ALEX. DICKSON and SONS, Ltd., offer fine Hyacinths, Tulips, interesting Daffodils, Choice Lilies, Double Anemones, Giant Ranunculus, vividly coloured Crocus, Chionodoxa, Scillas, and all other Spring Bulbs at moderate prices.
Catalogue free.
Prepared Fibre for Bowls, 1/- per 2, 4/6 per bushel.

HAWLMARK,
61 DAWSON STREET, DUBLIN. X

A1 CABBAGES, Lettuce, 2/3; Cauliflowers, 3/3 per 100; Leeks, 2/3; Gooseberries, 2/-, all post paid.—Fennick, Nurseries, Delgany. G
BRADSHAW, Nurseryman, Artane—Attend now to Fruit Trees; Free Planting. My list includes Apples, full fruiting size; Pears, Gooseberries, Currants, Plums, Peaches, Loganberries, Cox Raspberries; correspondence invited; price list free. 10 27
BRADSHAW, Artane—Wallflowers and Forget-me-Nots, Violets and Pansies; inspection invited.—Price list on receipt. 10 27
DEFIANT the Garden and Home surroundings in the coming spring by planting now Hyacinths, Tulips, Daffodils, etc., and other beautiful flowering bulbs. Write to-day for free list.—M. Rowan and Co. The Prize Bulb Merchants, 51, 52 Capel st., Dublin.
BEST Quality Table Potatoes Wanted. Quote lowest price. Sacks to be in buyer's sacks.—R. Irish Times Office, Kingstown.
BEAUTIFUL FLOWERS,
BEAUTIFUL BULBS,
BOUNTIFUL FRUITS
Your inquiry is respectfully requested.
MILLS, Growers, etc., TERENURE, DUBLIN.
BIG Fruiting Gooseberries, 6 5/6, 12 10/-; Currants, 6 5/6, 12 9/6.—Mills.
BEAUTIFUL Hardiest Roses, vigorous plants, all sizes, 2 5/6, 6 12/6.—Mills.
BUSHY Wallflowers, sturdy, transplanted, all leading varieties, 12 1/3, 100 5/6.—Mills.
BEAUTIFUL Plants for House or Conservatory—Azaleas, 5/-; Rhododendrons, 5/-, 7/6; Dracenas, 5/6, 9/6; Aralias, 5/6, 7/6; Silver Variegated Aralias, 4/6 and 6/-; all beautiful Pot Plants for immediate effect.—Mills.
B—FLOWERING Shrubs, 3 large assortment, 6 5/6, 12 9/6; named Mills.
B—BRIGHTON Stock, 6 9d., Forget-Me-Not, strong plants, 1/6 doz.—Mills, Terenure.
BRILLIANT Mixed Gentia, Kilkenny, Hollyhocks, 6 1/6; Blue Marguerites, 3 1/4; fragrant Creeping Lavender, 3 1/4.—Mills.
BEAUTIFUL "Rainbow" Canterbury Bells, finest extra, 100 1/3, 12 1/6, 50 5/-.—Mills.
BEAUTIFUL Hyacinths, mammoth exhibition quality mixed glasses, pots, bowls, 12 6/6.—Mills.
BIG Plants, to Pot, Rose, White, Blush, Pink, Porcelain, Carmine, Blue, Violet, Yellow, Purple, Crimson, and mixed shades, 3 glasses, 9d.; 100.—Mills.
BEAUTIFUL Coloured Roman Hyacinths, three glasses, Christmas flowering, 2/3 dozen, 15/6 100.
BLUE, Scarlet, or White Anemones, 4/- doz., 9/- 100.
B—SINGLE Early Tulips, mixed, all colours, 12 1/2, 100 8/-.—Mills.
B—SINGLE Tulips, Scarlet, Rose, White, Yellow, Bizarre, 12 1/3, 100 12/6.
B—GLORIOUS Double Tulips, best sorts, same prices as single above.—Mills.
BEAUTIFUL "St. Brigid" Anemones, Mills' famous strain, pre-soaked, 1/4 3/-, 100 12/6.—Mills.
B—SPANISH Iris, 4/- 100; Crocus, extra large, 4/3 100.—Mills.

GARDEN, ETC. CONTINUED.

B—SNOWDROPS, single and double, 100 4/3; Blue Squills, 100 4/6.—Mills.
BEAUTIFUL Early Flowering Gladioli, White Bride, Peach Blossom, Ruskin, 6 1/6, 12 2/6.
B—DAZZLING Vermilion-Scarlet Anemones, "Fulgens Superba," 100 5/6, 1,000 47/6.—Mills.
BEAUTIFUL African Cora Lilies (Irias), separate colours, mixed shades, 100 2/9.

EXCELLENT GOODS!
EXPERT PACKING!!
EXPEDITIOUS SERVICE!!!
MILLS, GROWERS AND MERCHANTS (for your convenience), TERENURE, DUBLIN.

CABBAGE Plants—About 50,000 extra large and selected for Sale; best sort, 1/6 100, post free 2/- 100. 1,000, 17/6 1,000 carriage paid, bag free.—M. Rowan and Co., Seedsmen and Nurserymen, 51, 52 Capel st., Dublin.
FOR Sale, Seaforth Incubator, 52-60 egg, perfect condition, £8 10s.—Apply Miss Lee, Seaforth, Sutton, Dublin.
FRUIT Trees, Forest Trees, Ornamental Shrubs, Hawthorn Hedging Plants, Beech Hedging Plants, Privet Hedge Plants for Sale.—Nash, Gleeson, Athlone. 12 23
FOR Sale, Incubator, 100 egg, Prairie State, in perfect working order, with Stand, Boiler, Brooder, Lamp, Trays, Thermometer, Egg Tester, Egg Turner, Spare Parts, Instruction Book, etc.—Apply Miss Young, Ballinacurra, Midleton.
GIANT Lily of the Valley for Sale, 5/- 100 (cash).—Apply Miss Young, Kilkenny, Ennistymon.
GREEN Tomatoes for Sale; make an excellent chutney; 1/- stone.—Apply Miss Young, Ennistymon.
LOGANBERRIES, extra strong. Selected Canes, 3/6 each; smaller, 2/6 each; delivery November.—Apply Miss Young, Kilkenny, Ennistymon.
ONIONS—For Sale, about 3 tons (three) of well ripened Onions, fit for seed. Apply Lewis Property, Kilcock.
POWER'S Bulbs, Post Paid—Hyacinths, blue, red, white, and mixed, dozen 3/3. Tulips, collection 6 each 8 varieties, 1/9; 25 3/3. Crocuses, blue, white, and yellow, 100 5/-; mixed, 4/6. Spanish Iris, 4/- 100; Crocus, extra large, 4/3 100.—Mills.

MR. HOLDEN'S AUCTION.

NEXT WEDNESDAY, 12th NOVEMBER, 1919.
VERY DESIRABLE COTTAGE RESIDENCE,
WITH CLEAR POSSESSION,
2 TRITONVILLE AVENUE,
SANDYMOUNT.

Lease 150 years to run, at £4 per annum.
The Premises are comparatively newly built, semi-detached, and up-to-date. Accommodation—1 sittingroom, 2 bedrooms, bathroom (hot supply), tiled kitchen, close range, scullery (hot supply), pantry, etc., etc. Clear possession to the buyer.
JOHN M. CULLEN, Solicitor, 6 Bachelor's Walk.

W. J. HOLDEN,
AUCTIONEER, 2 SAINT ANDREW STREET.

FOUR NEWLY-BUILT COTTAGE HOUSES.
13, 15, 17 & 19 SOMERSET ST., RINGSEND;

Lease for 247 years, at £11 2s. per annum.
These are two-storey Cottages, situated in a splendid letting locality. They contain, each, sittingroom, 2 bedrooms, kitchen, scullery, etc. There is a yard at rear, with out-offices and back entrance. The houses are each let at 9/2 per week, or £95 6/8 yearly for all.
The attention of buyers of best class Cottage Property is directed to this Sale.
JOSEPH TIERNEY, Solicitor, 3 Westmoreland street.

W. J. HOLDEN,
AUCTIONEER, 2 SAINT ANDREW STREET.

COMPACT CORNER RESIDENCE,
WITH GOOD-SIZED YARD AND STABLE.
31 OVOCA ROAD,
SOUTH CIRCULAR ROAD.

Lease 140 years from 1875, rent free.
Comfortable, roomy, and well-planned House, situated at the corner of Curzon street and Ovoca road, and having grass plot in front to both roads. It contains sittingroom (having bay window), kitchen (Less Curzon street), 3 bedrooms, kitchen, servant's room, and has yard containing stable, with vehicle entrance to Ovoca road. The premises are let at £35 13s. yearly, but are worth more.

PAIR OF NEAT COTTAGES,
4 & 5 KILLARNEY AVENUE
(KILLARNEY STREET).

Lease 195 years from 1881, at £5.
Newly-built Two-storey Houses. No. 5 is semi-detached, and has side entrance. Each contains 4 rooms, scullery, yard, and is let to one tenant. The locality is quiet and respectable. Both houses are let, and produce a total yearly rental of £59 8/-. They can be recommended as a safe investment.

BUSINESS PREMISES AND RESIDENCE,
42 CORK STREET.

Held for ever, indemnified from all rent.
Three-storey House, with good-sized Shop. The domestic accommodation, which has half-door entrance, comprises sittingroom, 3 bedrooms, kitchen. There is a long garden at the rere, having usual out-offices and large gate entrance. The premises are let to a yearly tenant at £30 per annum, payable monthly, the TENANT ALSO PAYING TAXES. The fact of being held for ever free of rent should prove an attraction.
CROWLEY and BOLGER, Solicitors, 52 Lower O'Connell street.

W. J. HOLDEN,
AUCTIONEER, 2 SAINT ANDREW STREET.

AUCTION.
FOURTH ANNUAL SALE, Major Hamilton's Hereford Bull Calves, Yearling and Heifer Calves, also two Aberdeen Angus Bull Calves, TO-MORROW (SATURDAY), 8th NOVEMBER, KILLESHANDRA FAIR.
Catalogues from
SAMUEL H. GIBSON.

STORE CATTLE SALES

AT 50 PRUSSIA STREET, DUBLIN.
EVERY THURSDAY.
GAVIN LOW, LTD.

AUCTION SALE,
WITHOUT RESERVE,
OF
AMERICAN HARDWOODS
IN LIVERPOOL.
EDWARD CHALONER & CO.
WOOD BROKERS,
LIVERPOOL,
WILL SELL BY AUCTION,
WITHOUT RESERVE,
On THURSDAY, 13th NOV.,
Commencing at One o'clock,
By Order and for Account of
THE BOARD OF TRADE
(Imported Timber Disposal Section)
And
(The Controller of Timber Disposal),
A LARGE and varied Assortment of AMERICAN WHITEWOOD, OAK, GUM, WALNUT and other HARD WOOD LUMBER, which will be offered in lots suitable in size for every class of buyer.
EACH LOT WILL BE SOLD SEPARATELY.
Catalogue and further particulars will be supplied upon application to the Selling Brokers.

POULTRY, &c. CONTINUED.

FOR Sale, Pure Bred White Wyandotte Cockerel.—105, Irish Times Office, Bagnot st., Rirdge.
INDIAN and White Runner Drakes, selected birds Taylor, young, 9/6.—Meaden, Swords.
MAPLE Peas and Dell Seed for Pigeon Feeding.—M. Rowan's, The Bird Seed Specialists, 51, 52 Capel st., Dublin.
POULTRY Houses. Apply for lists, Perry and Co., Ltd., Camden row, Dublin.
POULTRY—Delicious Roast Ch